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UPPER INDIA
CHAMBER *of* COMMERCE
CAWNPORE

1888 — 1938



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*His Excellency Victor Alexander John Hope, Marquess of Linlithgow, Kt., G.M.S.I.,
G.M.C., O.B.E., D.C.L., D.D. Viceroy and Governor-General of India.*

MESSAGE FROM H. E. THE VICEROY



THE VICEROY'S HOUSE.
NEW DELHI.

29th October 1938.

It gives me much pleasure to send my congratulations to the Upper India Chamber of Commerce on the occasion of the 50th anniversary of its incorporation. The Chamber has a long record of useful and varied activity, and the part played by it in the commercial and industrial development of Cawnpore and of Northern India is well-known. Since its incorporation, conditions in India have changed much, but the Chamber has always shown its readiness to adapt itself to changing circumstances. I have every confidence that the Chamber will, as it has done in the past, keep abreast of events and maintain its high traditions. I send my best wishes for many further years of useful service

Kinniford

MESSAGE FROM HIS EXCELLENCY THE GOVERNOR OF THE UNITED PROVINCES



GOVERNOR'S CAMP,
UNITED PROVINCES.

I congratulate the Upper India Chamber of Commerce on attaining its Jubilee. During the fifty years of its existence it has played a valuable part in the industrial and commercial development of the province. It has numbered among its members most of the firms which were the pioneers of large scale power industry in Northern India, and has been the means of organising and voicing the opinion of manufacturing and business circles and bringing their views before the Central and Provincial Governments and the public. It has been active in defending the interests of those engaged in industry and commerce, in encouraging the growth of just and well-understood commercial usages, and in providing means for arbitration in the case of commercial disputes. Its Presidents and Committee have included many outstanding leaders of industry. The Government have during the many years of the Chamber's existence found it of the greatest advantage to be able to consult a body entitled to speak with such authority and experience on everything affecting the trade and industry of the province. I wish the Chamber in the future, as in the past, a long career of usefulness and public service.

Harry King
Governor
United Provinces.

October 24, 1938.



*H. E. Sir Harry Graham Haig, K.C.S.I., C.I.E.
Governor of United Provinces*



Present Offices of the Chamber

FORMATION OF THE CHAMBER

PRELIMINARY MEETING.

In the Presidency towns of Calcutta, Madras and Bombay, Chambers of Commerce had been formed between the years 1834 and 1836 and in Karachi the Chamber of Commerce was formed in 1860. Even by the later period European commerce in Upper India had not grown to sufficient importance to necessitate the formation of a representative body to safeguard its interests. As far as industry was concerned, in 1860 even the earliest of Cawnpore's industrial undertakings had not been launched, for the Elgin Mills Co. was not incorporated until 1861.

For several years after the commercial and industrial growth of Cawnpore had commenced there appeared to be no imperative necessity for combination in the direction of protecting or advancing the general interests of the young undertakings in Cawnpore but, towards the close of the 'eighties, there were indications that an Association to watch the growing commercial and industrial interests of the city was necessary and on the 12th of September, 1888, a preliminary meeting was held in a building then known as the Assembly Hall of Cawnpore at which representatives of the leading commercial and industrial Houses and of the Banks were present. The Proceedings of this meeting, which are signed by Mr. S. M. Johnson of the Muir Mills Co., Ltd., indicate that a resolution was proposed by Mr. Henry Ledgard of Messrs. Cooper, Allen & Co., and seconded by Mr. A. McRobert of the Cawnpore Woollen Mills Co., Ltd., stating that "in the opinion of the meeting it was desirable that a representative Association be formed to watch over and protect the interests of the commercial community of Cawnpore and other stations in Upper India." On this resolution being unanimously carried Mr. G. B. Allen of Messrs. Cooper, Allen & Co., seconded by Mr. W. Shinn, Agent of the Alliance Bank of Simla, Ltd., proposed :—

"That a provisional Committee of five members with power to add to their number be appointed to decide on the form and title of the new Association, to ascertain what Commercial Companies are willing to join it and also to draw up a set of rules for the approval of a General Meeting to be convened hereafter."

The formation of the Upper India Chamber of Commerce may thus be said to have been inaugurated on the 12th of September, 1888.

FIRST GENERAL MEETING.

The first General Meeting of the Chamber was held in the Masonic Hall at Cawnpore on Thursday, the 15th January, 1889. From the records of this meeting it is apparent that the provisional Committee had experienced some difficulty in influencing firms to become members of the Chamber and the Chairman of the

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Committee, Mr. S. M. Johnson, considered it desirable to make clear that the Association had not been formed solely on behalf of Cawnpore manufacturers, as apparently was believed by many local firms, but to promote and protect the general commercial interests of the then North Western Provinces and the Punjab. The

- Minutes of the First General Meeting further record that the following firms were unanimously elected :—

The Allahabad Bank, " Ltd.," Cawnpore.
 The Alliance Bank of Simla, " Ltd.," Cawnpore.
 Messrs. Babu Lal Behary Lal, Cawnpore.
 Messrs. Begg, Sutherland & Co., Cawnpore.
 Messrs. Breul & Co., Cawnpore.
 The Cawnpore Flour Mills, Cawnpore.
 The Cawnpore Cotton Mills Co., " Ltd.," Cawnpore.
 Messrs. Cooper, Allen & Co., Cawnpore.
 The Elgin Mills Company, Cawnpore.
 Messrs. Ernsthausen & Co., Cawnpore.
 The Muir Mills Co., " Ltd.," Cawnpore.
 The Naini-Tal Brewery Co., " Ltd.," Naini Tal. (Now Messrs. Dyer Meakin Breweries, Ltd.).
 The N. W. P. Soap Co., " Ltd.," Meerut.
 The " Pioneer " Press, Allahabad.
 Arthur Rogers, Esqr., Saharanpur.
 H. C. Reinhold, Esqr., Agra.
 Messrs. W. Vale King & Co., Cawnpore.
 The Victoria Mills Co., " Ltd.," Cawnpore.
 Messrs. Wests' Patent Press Co., " Ltd.," Etawah.
 The Cawnpore Woollen Mills Co., " Ltd.," Cawnpore.
 The N. W. P. Jute Mills Co., " Ltd.," Cawnpore.

The office holders for the year were also balloted for, and the following gentlemen were elected to constitute the first actual Committee of the Chamber :—

W. E. Cooper, Esqr.	..	..	..	..	<i>President.</i>
A. S. B. Chapman, Esqr.	..	..	..	..	<i>Vice-President.</i>
J. Harwood, Esqr.	..	..	..	..	<i>Member of Committee.</i>
A. McRobert, Esqr.	..	..	..	..	" "
J. Tate, Esqr.	..	..	..	..	" "
E. C. Ball, Esqr.	..	..	..	..	" "
W. B. Wishart, Esqr.	..	..	..	..	" "

It is interesting to note that of the 21 original members whose names are quoted above, 9 are to-day still members of the Chamber, these being :—

1. The Allahabad Bank, Limited, Cawnpore.
2. Messrs. Begg, Sutherland & Co., Ltd., Cawnpore.
3. The Elgin Mills Co., Ltd., Cawnpore.
4. The Muir Mills Company, Ltd., Cawnpore.



THE COMMITTEE OF THE CHAMBER IN THE JUBILEE YEAR.

Reading from left to right.

STANDING :- Rai Bahadur Rameshwar Prasad Bagla : E. J. W. Plummer : K. J. D. Price : A. Barr Pollock : H. W. Morgan (Secretary).
 SITTING :- Rai Bahadur Ram Narain : E. M. Souper, C.I.E. M.L.A. : W. R. Watt (Vice-President) : H. Horsman, M.C. (President) :
 Sir Jwala Prasad Srivastava, Kt. M.L.A. : C. W. Tosh, M.L.A. : J. Tinker.

(Absent : R. Mair, M.C.)

- | | |
|--|--|
| 5. The "Pioneer" Limited, Lucknow. | |
| 6. The New Victoria Mills Co., Ltd., Cawnpore. | |
| 7. The Cawnpore Woollen Mills, Cawnpore. | } Now Branches of the
British India Corpora-
tion, Ltd., Cawnpore. |
| 8. The Cawnpore Cotton Mills Co., Cawnpore. | |
| 9. Messrs. Cooper, Allen & Co., Cawnpore. | |

THE CHAMBER OFFICES.

With the exception of the Preliminary Meeting, which was held in the Assembly Hall, Cawnpore, all meetings of the Chamber Committee up to May, 1889, including the first Annual General Meeting, were held in the Masonic Hall, Cawnpore.

It was not until the year 1893 that the Chamber's records make reference to the "Chamber's Building." The Annual Report for that year, in dealing with the subject, states that the Committee had for some time past felt the desirability of a suitable domicile for the Chamber, and in the early part of that year had appealed to local members for subscriptions towards the cost of a building.

The records further indicate that a plot of land, near the southern corner of the "Volunteer Parade Ground", had been secured as a building site from the Municipality, on a 99 years' lease, at a quit rent of Rs. 50 per annum and that a contract had been placed with Messrs. J. Frizzoni and Company for the construction of a two-storeyed edifice at a cost of Rs. 16,400.

In the Annual Report of the Committee for 1894, it is stated that the building had been taken over from the Contractors on the 14th December, 1894. The Report further records that the Committee, on behalf of the members of the Chamber, thanked Messrs. J. Frizzoni & Co., for the execution of the work and the promptitude with which it was carried out.

THE FIRST PRESIDENT OF THE CHAMBER.

The first President of the Chamber, Mr. William Earnshaw Cooper, was the youngest son of Mr. Henry Cooper, a farmer in England in the better times of agriculture who owned considerable land. It was due to the encouragement of his mother, who had been a Miss Earnshaw, that Mr. William Cooper developed an ambition to go out to India and he left England at about the age of eighteen. The death of his mother shortly after caused him to decide to live in India which he did for over 40 years. Mr. Cooper had filled many occupations in his younger days. He had been an Indigo Planter and a Tobacco Grower, and later a produce merchant and later still he became the head of one of the largest manufacturing concerns in India and indeed one of the largest of its kind in the world.

He was President of the Upper India Chamber of Commerce during the years 1889 to 1897. He represented the Chamber on the Legislative Assembly of the United Provinces in the years 1893 to 1900.

He took a very keen interest in the Volunteer movement and was Colonel Commanding the Fifth Administrative Battalion of the United Provinces Volunteers

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for several years. He was decorated with the C.I.E. in 1897 and was Knighted in 1903. He died at Castle Carey, Guernsey, in July, 1924, at the age of 81.

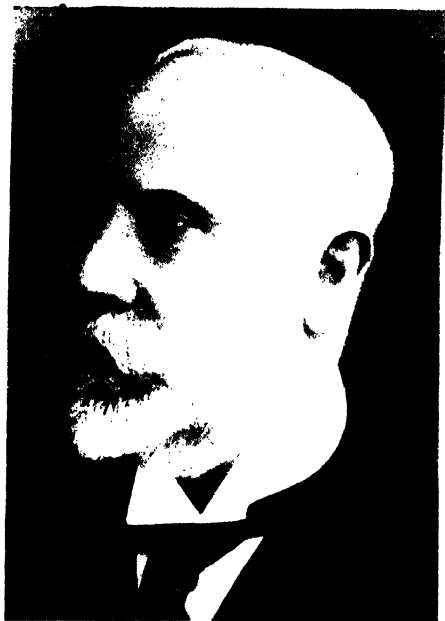
THE FIRST SECRETARY OF THE CHAMBER.

The first Secretary of the Chamber, Mr. William Barclay Wishart, was born in Thurso, Caithnessshire, in 1853. The actual date of his arrival in India is not known but it is recorded that his first employment in the country was on a Tobacco Growing Estate near Ghazipur belonging to Messrs. Begg, Sutherland & Co. Here he was first associated with Mr. William Earnshaw Cooper. He was later transferred to Cawnpore in charge of the firm of Begg, Sutherland & Co., with whom he continued until his death on the 7th June, 1904. Mr. Wishart, although he preferred to keep himself in the background, was very actively responsible for the formation of the Chamber and accepted the office of Secretary on the formation of the Chamber, continuing in office until 1904. Mr. Wishart's preference to remain in the background while others obtained the credit was noticeable in many important movements in Cawnpore in which he was the prime mover, as, for instance, the substitution of terminal tax for octroi in the local Municipality, the projection and later the construction of new and broader thoroughfares through the city, the introduction of a filtered water supply for Cawnpore and later the construction of the sewage system of Cawnpore. Mr. Wishart had the respect and esteem not only of his European associates in Cawnpore and in the Chamber but of Indians of all classes.

THE PRESIDENCY OF THE CHAMBER.

The office of President during the 50 years under review has been held by the following gentlemen:—

	Year.
Mr. W. E. Cooper	1889
Mr. W. E. Cooper	1890
Mr. W. E. Cooper	1891
Mr. W. E. Cooper	1892
The Hon'ble Mr. W. E. Cooper	1893
The Hon'ble Mr. W. E. Cooper	1894
The Hon'ble Mr. W. E. Cooper	1895
The Hon'ble Mr. W. E. Cooper	1896
The Hon'ble Mr. W. E. Cooper, C.I.E.	1897
Mr. A. McRobert	1898
Mr. A. McRobert	1899
Mr. A. McRobert	1900
The Hon'ble Mr. A. McRobert	1901
Mr. H. Ledgard	
Mr. S. M. Johnson	
The Hon'ble Mr. A. McRobert	1902
Mr. S. M. Johnson	
Mr. T. E. Strachey	1903



*W. E. Cooper, First President of the Chamber,
1889 to 1897.*



*Alexander McRobert, President, 1898 to
1902, 1904, 1906, 1908.*



S. M. Johnson, President, 1901, 1902, 1905.



Henry Ledgard, President, 1901, 1912 to 1915.



T. E. Strachey, President, 1903 to 1908.



*Thomas Smith, President, 1905,
1918 to 1921.*



L. P. Watson, President, 1907, 1915 to 1917.



E. A. West, President, 1909.



W. G. Bevis, President, 1910 to 1912.



A. H. Silver, President, 1912.



*Tracy Gavin Jones, President, 1921 to 1923,
1934, 1935.*



*S. H. Taylor, President, 1923, 1924, 1926,
President, Associated Chambers of Commerce,
1926.*



A. B. Shakespear, C.I.E., President, 1924.



W. R. Watt, President, 1925.



A. L. Carnegie, President, 1927 to 1932.



J. M. Lowrie, President, 1933.



G. V. Lewis, President, 1936.



H. Horsman, M.C., President, 1936 to date.

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The Hon'ble Mr. A. McRobert	..	..	..	..	1904
Mr. T. Smith	..	..	..	..	} 1905
Mr. S. M. Johnson	..	..	..	..	
The Hon'ble Mr. A. McRobert	..	..	..	..	1906
Mr. L. P. Watson	..	..	..	..	1907
Mr. T. E. Strachey	..	..	..	..	} 1908
The Hon'ble Mr. A. McRobert	..	..	..	..	
Mr. Ernest A. West	..	..	..	..	1909
The Hon'ble Mr. W. G. Bevis	..	..	..	..	1910
The Hon'ble Mr. W. G. Bevis	..	..	..	..	1911
The Hon'ble Mr. W. G. Bevis	..	..	..	..	} 1912
Mr. A. H. Silver	..	..	..	..	
The Hon'ble Mr. Henry Ledgard	..	..	..	..	} 1913
The Hon'ble Mr. Henry Ledgard	..	..	..	..	
The Hon'ble Mr. Henry Ledgard	..	..	..	..	1914
The Hon'ble Mr. Henry Ledgard	..	..	..	..	} 1915
The Hon'ble Mr. L. P. Watson	..	..	..	..	
The Hon'ble Mr. L. P. Watson	..	..	..	..	1916
The Hon'ble Mr. L. P. Watson	..	..	..	..	1917
The Hon'ble Mr. Thomas Smith	..	..	..	..	1918
The Hon'ble Mr. Thomas Smith	..	..	..	..	1919
The Hon'ble Mr. Thomas Smith	..	..	..	..	1920
Sir Thomas Smith, Kt.	..	..	..	..	} 1921
Mr. T. Gavin Jones	..	..	..	..	
Mr. T. Gavin Jones	..	..	..	..	1922
Mr. T. Gavin Jones	..	..	..	..	} 1923
Mr. S. H. Taylor	..	..	..	..	
Mr. A. B. Shakespear, C.I.E.	..	..	..	..	} 1924
Mr. S. H. Taylor	..	..	..	..	
Mr. W. R. Watt	..	..	..	..	1925
Mr. S. H. Taylor	..	..	..	..	1926
Mr. A. L. Carnegie	..	..	..	..	1927
Mr. A. L. Carnegie	..	..	..	..	1928
Mr. A. L. Carnegie	..	..	..	..	1929
Mr. A. L. Carnegie	..	..	..	..	1930
Mr. A. L. Carnegie	..	..	..	..	1931
Mr. A. L. Carnegie	..	..	..	..	1932
Mr. J. M. Lownie	..	..	..	..	1933
Mr. T. Gavin Jones, M.L.C.	..	..	..	..	1934
Sir Tracy Gavin Jones, Kt.	..	..	..	..	1935
Mr. G. V. Lewis	..	..	..	..	} 1936
Mr. H. Horsman, M.C.	..	..	..	..	
Mr. H. Horsman, M.C.	..	..	..	..	1937
Mr. H. Horsman, M.C.	..	..	..	..	1938

THE CHAMBER'S REPRESENTATION IN THE LEGISLATURE.

Almost from its inception fifty years ago, the Chamber has taken more than an active interest in the Provincial and Central Legislatures. Members of the Chamber have played their part with considerable credit in connection with such important constitutional subjects as the Morley-Minto Reforms, the Montague-Chelmsford Report, the Simon Commission, the Franchise and Delimitation Committees, the Round Table Conferences and the Joint Select Committee.

The Indian Councils Act, 1892, might be said to be the first step towards Provincial Self-Government. This Act enlarged the size and scope of the Provincial Legislative Councils and granted to various public bodies the right of recommending representatives to the Provincial Governors who, at their discretion, might nominate them to seats in the Legislative Councils. The Chamber's records for the year 1891 state that the Lieutenant-Governor of the N. W. P. and Oudh had done the Chamber the honour of appointing one of its nominees, *viz.*, Mr. Alexander Izat, Agent and Chief Engineer of the B. & N. W. Railway Company, as the representative of the Chamber on the Legislative Council of these Provinces. Mr. (later, Sir) W. E. Cooper was in succession nominated for the period 1893-1900 and Mr. (later, Sir) A. McRobert from 1900 to 1909.

As a result of the Morley-Minto Reforms of 1909, radical changes were embodied in the Indian Councils Act, under which the Chamber became entitled to elect a representative to the Provincial Legislative Council. The first representative so elected was Mr. W. G. Bevis and he was followed by Mr. H. Ledgard and Mr. L. P. Watson both of whom were knighted for their services.

The Government of India Act, 1919, which was the outcome of the Montague-Chelmsford Report, further increased the representation of special interests. Under this Act the Chamber became entitled to elect two representatives to the Legislative Council, the first two representatives of the Chamber being Mr. (now, Sir) Thomas Smith and Mr. S. H. Taylor. Later, the Chamber returned Mr. H. B. Saxby and then Mr. (now, Sir) Tracy Gavin Jones and for two successive periods Mr. (now, Sir) J. P. Srivastava and Mr. E. M. Souter.

An important further step in the progress of constitutional reforms was brought into force under the Government of India Act, 1935, the main essential feature of which was the introduction of Provincial Autonomy. The Chamber's representation in the local Legislature remained the same, namely two seats in the Lower House (the Legislative Assembly), the representatives under the new constitution being the previously sitting members, Sir Jwala Prasad Srivastava, Kt., M.L.A., and Mr. E. M. Souter, C.I.E., M.L.A.

The following is a list of the Chamber's representatives on the Legislature since 1891 :—

	From	To
Mr. Alexander Izat	1891	1893
The Hon'ble Mr. W. E. Cooper, (later, Sir W. E. Cooper, C.I.E.)	1893	1900



Sir Jwala Prasad Srivastava, Kt., D.Sc., D. Litt., M.L.A.



E. M. Souter, C.I.E., M.L.A.



*W. B. Wishart, Secretary,
1889 to 1904*



*A. B. Shakespear, C.E., Secretary, 1904,
1905, Joint Secretary, 1906 to 1912*



*A. D. Pickford, Joint Secretary,
1906 to 1912.*



*J. G. Ryan, M.B.E., F.D.,
Secretary, 1912-1936.*



*H. W. Morgan, Secretary, appointed
1936*

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The Hon'ble Mr. A. McRobert, (later, Sir A. McRobert, Bart.)	..	..	..	..	From 1900	To 1909
The Hon'ble Mr. W. G. Bevis	..	..	..	..	1909	1912
The Hon'ble Mr. (now, Sir) Henry Ledgard	..	..	..	..	1912	1915
The Hon'ble Mr. (later, Sir) L. P. Watson	..	..	..	..	1915	1918
The Hon'ble Mr. (now, Sir) Thomas Smith	..	..	..	..	1918	1920
Sir Hon'ble Mr. (now, Sir) Thomas Smith	}	..	..	..	1920	1921
Mr. S. H. Taylor						
Sir Thomas Smith						
Mr. H. B. Saxby	}	..	..	..	1921	1923
Sir Thomas Smith						
Mr. (now, Sir) T. Gavin Jones	}	..	..	..	1923	1926
Mr. (now, Sir) T. Gavin Jones						
Mr. (now, Sir) Jwala Prasad Srivastava						
Mr. E. M. Souter, C.I.E.	..	..	..	..	1926 to date.	

THE SECRETARYSHIP OF THE CHAMBER.

The undermentioned gentlemen held the office of the Secretary during the 50 years under review :—

		From	To
Mr. W. B. Wishart		1889	1904
Mr. A. B. Shakespear, C.I.E.		1904	1905
Mr. A. B. Shakespear, C.I.E., and	} Joint Secretaries. }	1906	1912
Mr. (now, Sir) A. D. Pickford			
Mr. J. G. Ryan, M.B.E., V.D.		1912	1936
Mr. H. W. Morgan		Appointed	1936

Mr. Justin Glynn Ryan, M.B.E., V.D., was Secretary of the Chamber for the period of almost quarter of a century. He joined the Chamber in October, 1912, and continued to hold office with great credit until April, 1936. In 1926, when the headquarters of the Associated Chambers of Commerce were located in Cawnpore, he acted as Secretary of the Association for that year. He also filled the post of Secretary of the Indian Sugar Producers' Association since 1912 and on numerous occasions gave evidence on behalf of the Chamber before various Royal and other Commissions and Committees. Mr. Ryan represented the Upper India Chamber of Commerce on the Advisory Committee for the Oudh and Rohilkhand Railway until the amalgamation of this Railway with the East Indian Railway in 1925 and from that date has continuously been, and still is, one of the representatives of the Chamber on the United Provinces Advisory Committee of the East Indian Railway. He also represented the Chamber on the United Provinces Advisory Committee of the G.I.P. Railway since 1927. Mr. Ryan was elected a member of the Municipal Board of Cawnpore in 1908 and served as such until 1912 in which year he was nominated a member of the Board by the Upper India Chamber of Commerce and has been one of the representatives of the Chamber on the Board ever since. He is to-day the G.O.M. of the Municipal Board. Mr. Ryan's services in the interest of British trade and commerce in Upper India

were fittingly recognised by Government when he was awarded the honour of Membership of the Order of the British Empire in 1927. A well-known Monthly Journal in giving an account of Mr. Ryan's career concludes a well merited eulogy in the following terms :—

“ Few Englishmen can claim the multifarious and solid services rendered by Mr. Ryan in the cause and advancement of Indian industries, trade, commerce, education and civic affairs and he will carry in his retirement the hearty good wishes of the people he has thus served for the best part of a distinguished career.”

HEAD CLERK OF THE CHAMBER.

A record of the Chamber's past activities would not be complete without reference being made to Babu Birendra Nath Ghosal, who, after 38 years' loyal service as Head Clerk to the Chamber, retired from the Chamber staff in 1937 on account of ill health. On January 2nd, 1899, he was appointed as an assistant clerk to the Chamber staff by the first Secretary to the Chamber, the late Mr. W. B. Wishart. During his long connection with the Chamber, Biren Babu has rendered valuable service not only to the Chamber itself, but also to other bodies such as the Indian Sugar Producers' Association, the European Association, the King Edward Memorial and the Memorial Well Gardens.

THE ASSOCIATED CHAMBERS OF COMMERCE OF INDIA, CALCUTTA.

During the year 1919 the need arose for a discussion by representatives of the Chambers of Commerce in India and Ceylon in connection with certain legislation then coming forward. A conference of the various Chambers of Commerce was accordingly held in Calcutta on the 8th and 9th January, 1920, and this Conference decided that it was desirable to bring the Chambers of Commerce permanently together in an Association and, as a result, the Associated Chambers of Commerce of India and Ceylon came into being in 1920, the first Annual Meeting of the Associated Chambers being held on 24th and 25th January, 1921. During the year 1926 the affairs of the Associated Chambers of Commerce were entrusted to the President and Secretary of the Upper India Chamber of Commerce and the Annual General Meeting for the year 1926 was held at Cawnpore on the 6th and 7th of December, 1926, the President of the Chamber, Mr. S. H. Taylor, being the President of the Association.

Consequent on the resignation of the Ceylon Chamber of Commerce from the membership of the Association, the style of the Association was, in November, 1932, altered to the “ Associated Chambers of Commerce of India.”



Gavin S. Jones.

The development of Cawnpore into the important industrial centre, which it soon became, was largely the work of Mr. Gavin Jones and it has been correctly said that there was hardly a factory in Cawnpore that was not, in some way, directly or indirectly, the offspring of his brain. Mr. Gavin Jones died in England in January 1913.

THE RISE OF INDUSTRIAL CAWNPORE

The history of Cawnpore, as such, is of comparatively recent date. Of the early history of the lower Doab, in which it is situated, nothing seems to be known. There must, of course, have been aboriginal inhabitants. The earliest traces of these go back less than a thousand years when these tracts, or the wilder portions of them, were inhabited by tribes known now as Arakhs, Meos and Bhars. Of these the Meos alone seem to have survived in any numbers, and they were, in historical times, regarded as Ishmaelites, and the successive ruling influences, Mughal, Rajput and Maharatta, all sought to extirpate them, but they sheltered themselves in the inaccessible ravines of the Jumna and the Sengar and continued to assert themselves with such success that they have recently been emboldened to claim that they were not aboriginals, but Thakurs.

The aboriginal was gradually squeezed out of the more valuable portions of the Doab by the Aryan invasions, and infiltrations, from the North and West. Brahmanic dynasties and Mughal invaders displaced him until he existed only on the borderlands. Brahmanic influences in the Doab had their centre at Kanauj on the North-West which had, under them, a mighty history, and this Kanauji influence still obtains in the Cawnpore District.

The Mughals then pervaded, and their history is written over the earlier traces. The Mughals established *Subahs*, or local Governors at Agra and at Allahabad, and these set up subordinate *Amils*, or prefects, at Kanauj and at Kalpi on the West and at Kora on the East. The Cawnpore District then had no entity of its own, but was divided between the three *sirkars* named. But there existed, in what is now the Cawnpore District, two places of renown. These were Jajmau, as we now know it, and Bithur. Of these, Jajmau, sometimes known then as Sidhipuri, was a landing place for an important ferry and was commanded by the high mound known as the fort of Raja Jijat Chanderbansi, the 8th in the line of descent of the Shiurajpur branch of the Chandel Rajput clan from Brahma the Creator. How long ago this was, may be computed, if such computation be possible, from the fact that the 84th in the line of descent lived about 1200 A.D.

Bithur goes back in its connections to legendary times, and is venerated in its association not only with Brahma but also with Vishnu. It has later associations with British rule as it was for some years the headquarters of the Cawnpore District (1811-1819) and, later, the residence of the exiled ex-Peshwa of Poona, whose adopted son, known as the Nana Sahib, came to be the most sinister figure in the Mutiny events of these Provinces.

South-west of the present Cawnpore there was established, some time after 1640, another off-shoot of the great Chandel Rajput clan.

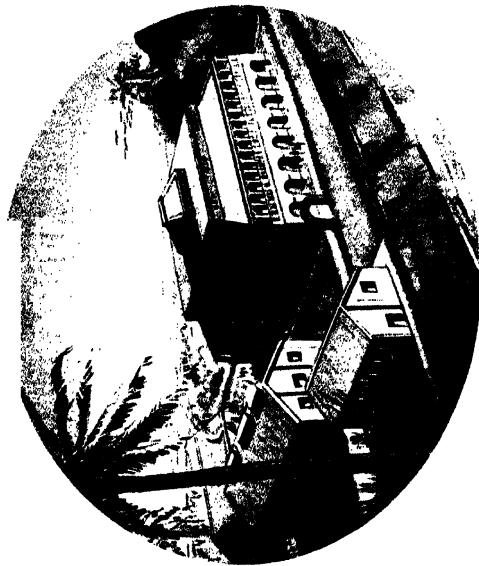
In what is now the scattered village of Sachendi one Hindu Singh Chandel set himself up as a minor raja. This individual, who had an extremely bad reputation,

feeling the need for the cleansing waters of the Ganges journeyed through the then prevailing jungle, at the time of the festival of Kanhaiya Ashtmi, on the eighth day of the dark half of Bhadon (August-September) some time about 1750, and bathed in the Ganges at a spot to which he took a fancy. He made a little clearing here and built a small town, calling it after the propitious day of its foundation, Kanhaiyapur or, as it came to be abbreviated, Kanhpur. This is now the suburb of Old Cawnpore or Cawnpore Kohna.

In 1738, when the Mughal power was waning, the Bangash Nawab of Farrukhabad took the greater portion of the lower Doab into his power but was driven out by the Maharattas in 1754. The Nawab was able, in his turn, to drive out the Maharattas in 1762 but they returned in 1771 and were expelled again in 1774 by Shujah-ud-Dowlah, the Nawab Vizier of Oudh. But in the meantime a new power had come into the land—the British.

The history of the British advance after the battle of Plassey, in 1757, need not be written here. Suffice it to say that when, in 1764, the Nawab Vizier and Mir Qasim were defeated by the British at the battle of Buxar, the Nawab fled first to Benares and then to Allahabad, where he endeavoured to raise another army. The British followed him up closely and the Nawab Vizier continued his flight up the river to Farrukhabad, where he sought the assistance of the Bangash Nawab, Ahmed Khan. The latter sought to dissuade the Nawab Vizier from further resistance to the British, but to no avail, for the Nawab Vizier obtained help from the remnants of the Maharatta forces in this territory and from Imad-ul-Mulk, who had been placed in possession of the Bilhaur Pargannah by the Bangash Nawab. With the force thus provided he set out for Kora, along the old Mughal Road. The British Commanders, who had meanwhile reduced the fortresses of Chunar and Allahabad, on hearing of the Nawab Vizier's action, advanced on Kora, but the Nawab Vizier, losing heart, did not await them there, but fell back on Jajmau with the intention of crossing the Ganges into Oudh. He was, however, overtaken and brought to battle at Jajmau on May 3, 1765, and was again heavily defeated. His Maharatta allies fled *via* Kora and escaped across the Jumna at Kalpi into Bundelkhand and there dispersed.

Imad-ul-Mulk fled to Farrukhabad and the Nawab Vizier proceeded, almost unattended, as a suppliant to the British Camp at Jajmau. He then concluded a treaty with the British and was restored his territories, except the provinces of Allahabad, Kara and Kora, which were assigned, under conditions, to the Emperor Shah Alam II. One of these conditions was that the Emperor should reside at Allahabad. Clive came up to Allahabad to supervise the partition. In 1771 Shah Alam left Allahabad secretly for Delhi, where he was coerced by the Maharattas into giving them the Province of Allahabad. This was held by the British to be a breach of the Treaty of 1765 and they thereupon, in 1773, entered into the Treaty of Fyzabad with the Nawab Vizier of Oudh, to whom they restored or sold the Districts which had been previously taken from him and assigned to Shah Alam. The consideration for this restoration was the payment to the British of 50 lakhs of rupees

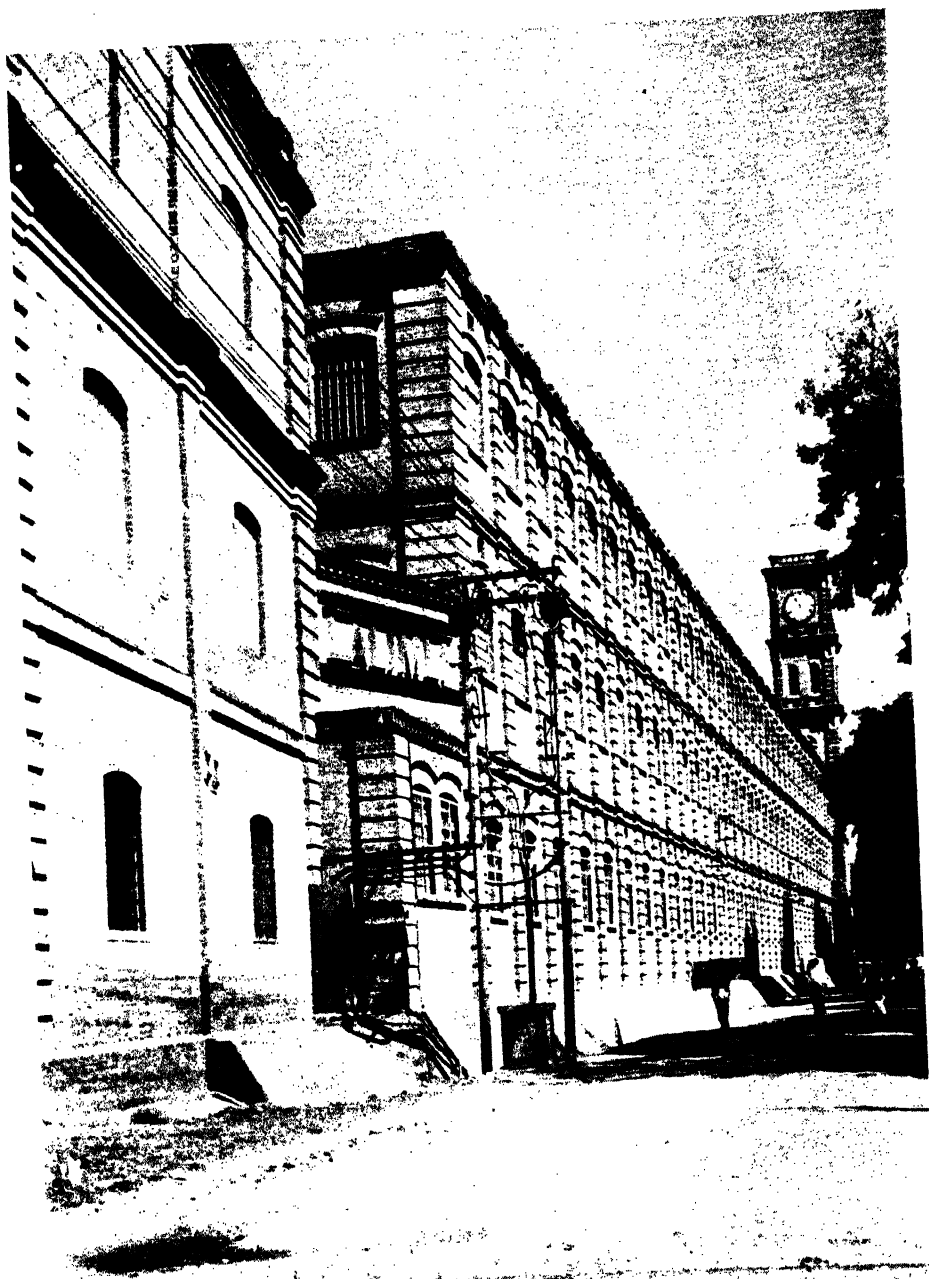


Illustrated general views of the factory premises of Messrs. Cooper, Allen & Co., Cawnpore, as in 1881 and in 1938.

Messrs. Cooper, Allen & Co., "Ld."—1881, Cawnpore.



Messrs. Cooper, Allen & Company—1938. (Branch of the British India Corporation, Ltd., Cawnpore.)



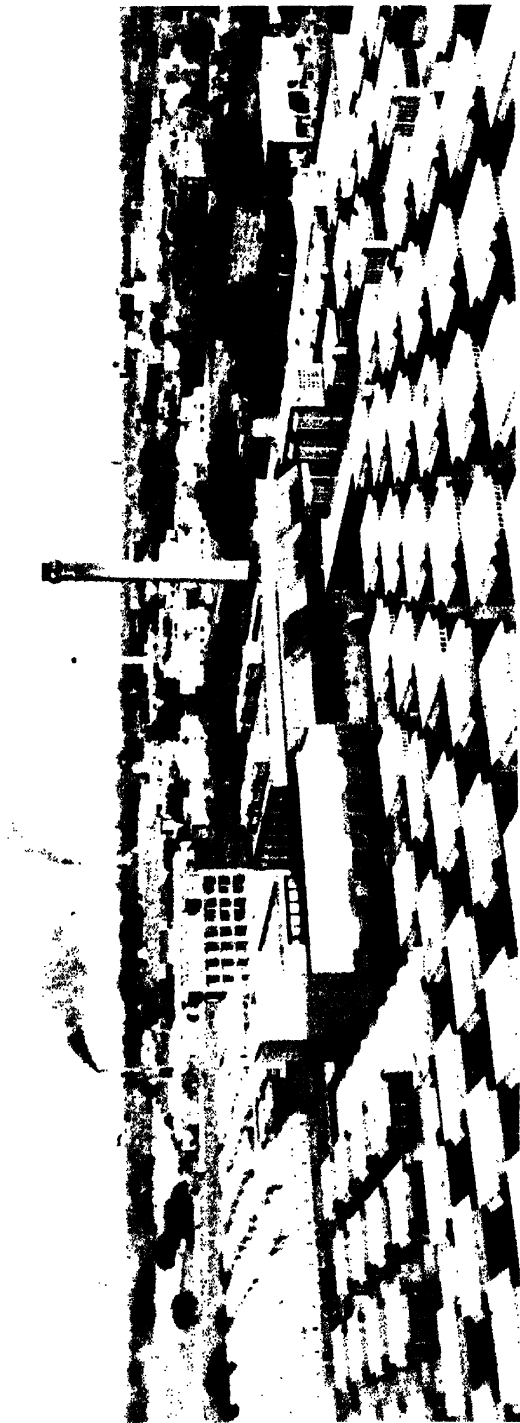
The Cawnpore Woollen Mills. (Branch of the British India Corporation, Ltd., Cawnpore.)



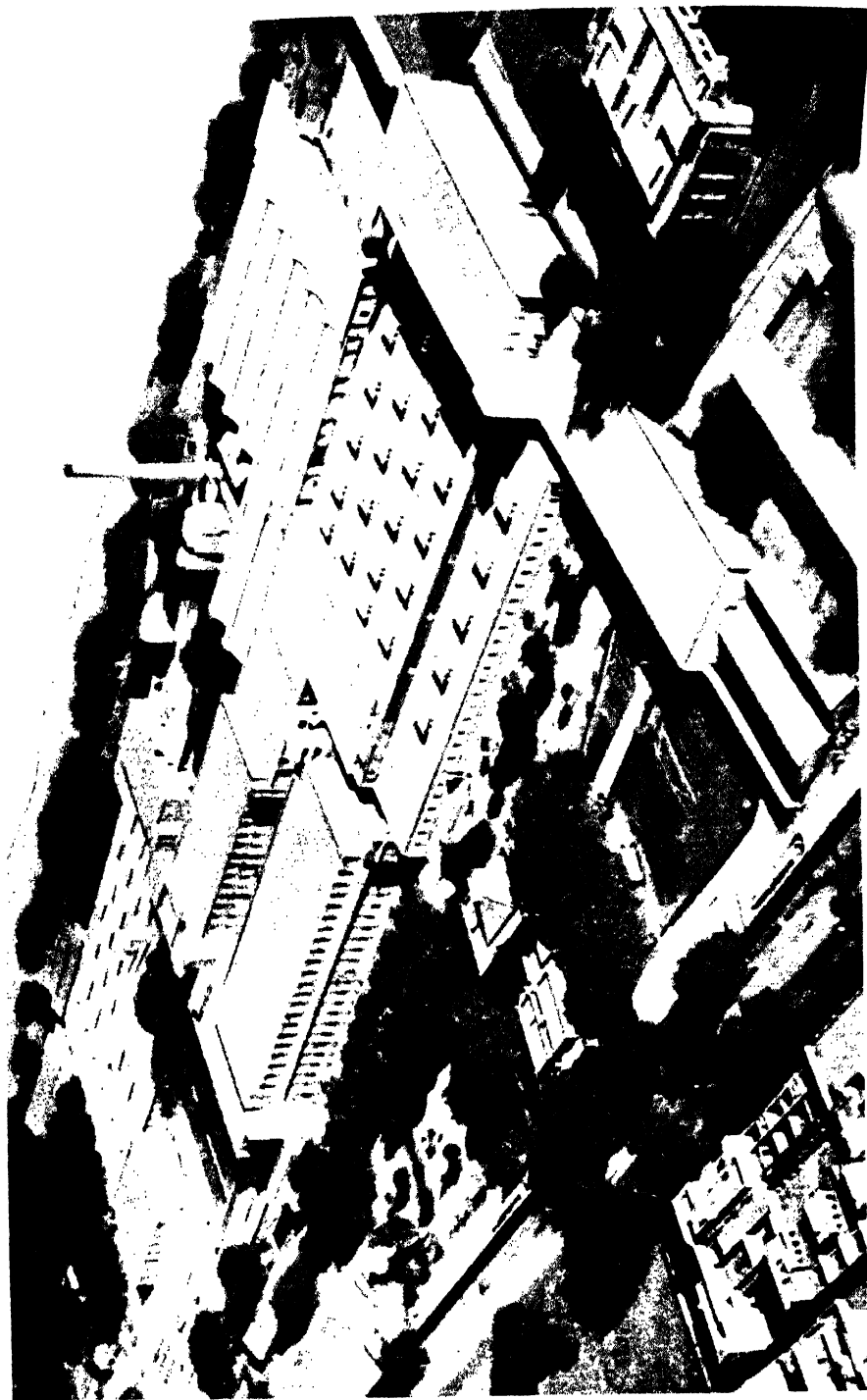
The Swadeshi Cotton Mills Co., Ltd.



The Muir Mills Co., Ltd., in the foreground ; The Cawnpore Woollen Mills, in the top left ; The New Victoria Mills Co., Ltd., in the middle centre ; The Cawnpore Electric Supply Corporation, Ltd., in the top right.



General view of the J. K. Group of Mills, Cawnpore, 1938.



The Elgin Mills Co., Ltd., Cawnpore

UPPER INDIA CHAMBER OF COMMERCE, CAWNPORE

and the assignment to them of sites at Bilgram, in Oudh, and at Farrukhabad, for the establishment of Cantonment outposts, ostensibly to protect, but actually to overawe Oudh. The Nawab Vizier further undertook to pay for the maintenance of the British forces at these two Cantonments.

In 1778, the British force at Bilgram was moved to Cawnpore, which was considered more convenient, and was strategically a better site as it commanded important fords across the Ganges into Oudh. Cawnpore thus became, in 1778, for the first time, a British Cantonment.

In 1801, the Nawab Vizier was declared to have defaulted in his payments for the upkeep of the British forces, and in return for a guarantee of protection and for the extinction of the debt he ceded to the British the whole of his territories in the lower Doab, and also the Districts of Rohilkhund and Gorakhpur, and certain other tracts. Cawnpore thus became, in 1801, British territory, and was soon constituted the headquarters of a British District.

In 1803, Lord Lake assembled at Cawnpore his Grand Army of the Doab, and in August of that year he set out on his conquest of the upper Doab. This triumphant campaign, which came to be called the "Mud War" because of the large number of mud forts which had to be reduced, resulted in the capture of Aligarh, Muttra, Agra and Delhi and in the cession to the British, by the Maharattas, of the whole of the upper Doab, Meerut, Saharanpur, etc., before the end of that year.

In 1811, the headquarters of the Civil District of Cawnpore were moved to Bithur, where they remained until 1819, when Bithur was granted as a place of residence to the deposed ex-Peshwa of Poona.

It will thus be seen that the advent of the British into the present Cawnpore District was by the military possession of the District and as a natural result the presence of military forces in the District led to a considerable demand, not only for food, but for clothing and equipment for these forces, and in and about the Cawnpore Cantonment, there was set up a mart for the supply of food and other requirements, and innumerable small cottage industries for the manufacture, on the spot, of clothing and equipment.

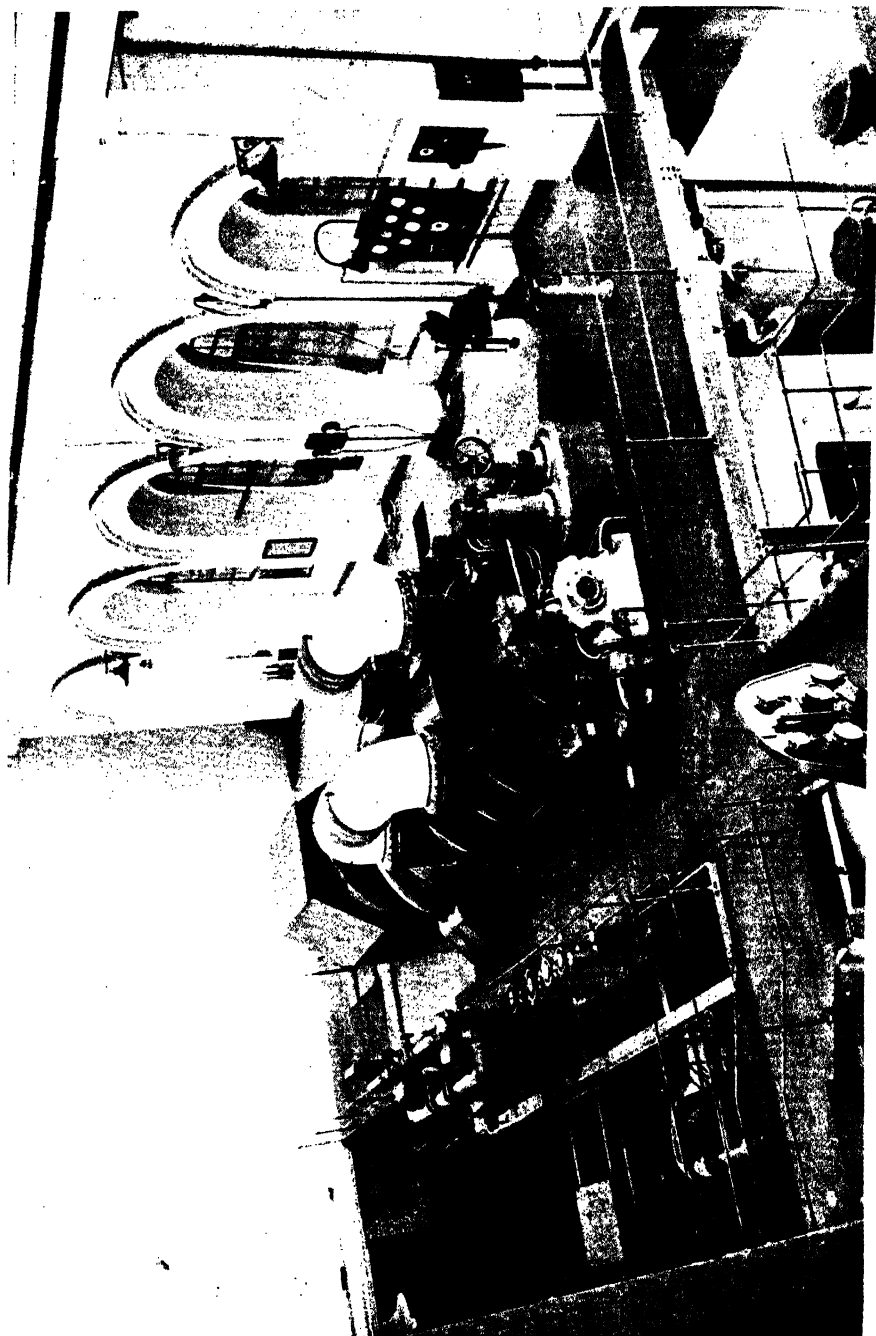
The East India Company, on the creation of the District, established a Factory at Cawnpore and very soon there was considerable activity in the manufacture of indigo and the planting of cotton for clothing. As between 1812 and 1819 the indigo and cotton business of the District flourished, but in 1819 there began a term of the most reckless trafficking and gambling in these commodities. Advances were made to Zemindars without regard and were spent without return, and the inevitable crash came. The East India Company shut down its cotton gins, indigo planters failed all round for immense sums, and landed property, which had been acquired by the pioneers of industry in the District, was divided up. From those days emerge two names in particular which are inseparably connected with the foundation, and even with the growth subsequently, of Cawnpore's industry. These are the Maxwells and the Greenways. The latter name occurs lamentably in the Mutiny records, but the former acquired lustre in the industrial development which followed the Mutiny.

The industrial growth of Cawnpore, subsequent to the Mutiny, presents many interesting and peculiar features. Admitting the exaggeration of such a general statement, it still may almost be said that, up to a somewhat recent stage in the history of Cawnpore, the organisation of industry, the formation of the various concerns which conduct these industries, and the flotation of the capital on which these concerns have worked, particularly in their earlier stages, has been a family affair.

The security and amenities afforded by the Cantonment set up in Cawnpore, attracted many traders and merchants and, of less dignity but of even greater importance, the working classes. Cawnpore and the Cawnpore District had a fairly large population of Chamars, who concentrated in Cawnpore to provide the troops with leather goods and footwear, and other industrial castes also gathered to take advantage of the custom here offered. Gradually the growing Cantonment attracted merchants from other centres, notably Mirzapur, whence many houses of repute entirely removed to set up business in Cawnpore, whilst others set up branches here.

The annexation of Oudh in 1856 gave a very considerable impetus to Cawnpore's trade and industry, and brought to Cawnpore many of the renowned craftsmen of Lucknow. Though the Mutiny brought ruin to many and nearly extirpated the British merchants and their descendants, there followed after the Mutiny a period of still greater industrial activity. The site of the British entrenchments, commanding the bridge across the Ganges, was converted into a Government Leather and Clothing Factory, and the opening of the East Indian Railway brought much new enterprise and greater incentive to industrial growth. The organisation of industry, begun by Government for the provision of clothing for its troops, was taken up by private individuals, and in 1860 an Association, styled the Cawnpore Cotton Committee, was formed, largely on the initiative of a Mr. Buist, the Station Master of the newly opened East Indian Railway. With him were associated several Indian and British merchants and Military Officers, notable among whom was Mr. Hugh Maxwell, partner in the firm of Begg, Maxwell and Co. His family had owned large estate in the Cawnpore District since the beginning of the century. This enterprising Association brought into being the "Elgin Cotton Spinning and Weaving Co., Ltd.," which was incorporated in 1861 and commenced work in 1864, the initial capital being 3 lakhs of rupees. The Company was, however, forced to go into liquidation in 1871 and the property and goodwill were sold by auction, and the partners of this firm, together with Mr. A. S. B. Chapman, put the Mills upon their feet again in 1872. Mr. Gavin Jones, a relative of Mr. Hugh Maxwell, who had survived the Mutiny after thrilling adventures and escapes, had been engaged as Manager and Secretary of the original Elgin Mills Company, prior to its liquidation, but owing to differences had resigned his post. He rejoined the newly constituted Company in the same capacity. He left the Elgin Mills later in order to start the Muir Mills Co., which was registered in 1874 with a capital of 5 lakhs.

Mr. Gavin Jones was also responsible for the formation of the Cawnpore Woollen Mills Company, in private partnership with Dr. Condon and Mr. Petman, in 1876-1878. This Company was registered in 1882 with a capital of 5 lakhs. Mr. Gavin



15,000 K. W. set, 400 lbs. sq. inch steam pressure brought into commission in 1937. Cawnpore Electric Supply Corporation, Ltd. •
(Riverside Power House.)

Jones, of whom it was rightly said a few years ago, that there was scarcely a factory in Cawnpore that was not in some way, directly or indirectly, the offspring of his brain, did not neglect the possibilities of the leather industry. He associated with himself others who had long been resident in the District, and in particular Mr. W. E. Cooper and George Allen, both of whom afterwards received the honour of knighthood, and in 1880 there was formed the private firm of Cooper, Allen and Co., who first traded in country produce, and later set up as tanners and manufacturers of boots for Army purposes. In 1887, Mr. Gavin Jones retired to England, but he could not resist the call of the East and came out again in 1896 to found the Empire Engineering Company, which was later merged into the British India Corporation.

Another employee of the Elgin Mills, Mr. John Harwood, left that concern in 1882 and established the Cawnpore Cotton Mills. This Company was registered in 1883 with a capital of 5 lakhs of rupees.

Mr. Atherton West, yet another Weaving Master brought out from Lancashire by the Elgin Mills, left that parent Mill and set up the Victoria Mills Co., Ltd., in 1886, finding the initial capital of 5 lakhs of rupees in India. Very closely interested in this undertaking was an old established Indian firm, Messrs. Ramnath Baijnath.

Another branch of the family tree of Cawnpore industry was the Swadeshi Cotton Mills, which were set up in 1911 by Mr. A. F. Horsman, for many years Manager of the Cawnpore Cotton Mills, and this concern was registered as a private limited Company in 1921.

The Ramnath Baijnath association with the Cawnpore Cotton Mills is responsible for yet another branch of the tree, for the present Juggilal Kamlapat Mills have been built by private interests descended from that old established firm of Ramnath Baijnath. The Atherton Mills furnished yet another branch of the tree, of more recent growth, as they were set up by Messrs. Atherton West and Company, among the Directors being the sons of Mr. Atherton West, who founded the Victoria Mills.

At one time it was considered that the chief industry of Cawnpore was the leather industry, and the history of this industry has its own particular interest. The Gazetteer of the Cawnpore District, dealing with the leather industry, states—"The industry which has made Cawnpore famous was that connected with the tanning and currying of leather, and the production of articles made from them. The presence of a Government arsenal and ordnance depot at an early date created a large demand for leather goods required for the needs of the Army, and as the supply was obtained solely from the bazars, there soon sprang up a large native industry for boots, harness and equipment, which were exported to all parts of India. All the saddlery, and the like, required for the Company's forces, was obtained from Cawnpore contractors, though the leather made after the crude native process was in many respects defective."

Havelock's entrenchment, guarding his bridge of boats and providing shelter for troops was, when the Mutiny was stamped out finally in 1859, retained in use partially as a depot for supplies, and a clothing factory was set up, among the activities of which was the provision of footwear and leather equipment for the troops. It

must be taken that to a large extent this factory was at first intended for the supervision and passing of supplies made in the city bazars, rather than for actual manufacture within its walls. The dissatisfaction with these, and with imported supplies, which was growing, led to further steps. The Gazetteer thus speaks of them : " The disorganisation of the trade caused by the Mutiny and the immense demands that then arose for boots and other articles of equipment led to the proposal to abandon the costly and wasteful system of obtaining stores from England, and in its place to obtain suitable equipment locally, if by any means leather of a higher quality could be produced. In 1860 an attempt was made to induce the tanners to make leather on the so-called Madras system, and an experimental Harness Depot was started under the superintendence of Capt. John Stewart of the Bengal Artillery, then Commissary of Ordnance at Cawnpore. The undertaking proved sufficiently successful to warrant further experiments and it was resolved, in 1863, to build a Government Factory in which the leather tanned by contractors, chief of whom was Ishri Prasad, could be curried and worked up under skilled English supervision. A temporary building was erected on the site of the entrenchment by the pontoon bridge, and this gave place in 1867 to an enlarged factory, to which additions have constantly been made."

By 1880 the experimental Harness Depot had grown into quite a fair-sized factory, and Col. Stewart remained in charge of this factory until 1883, when he was succeeded by Col. Paul Baddeley.

An early start, though in a smaller way, had also been made in the private manufacture of leather goods, on western lines, by the firm of Foy Bros. which was established in 1872. This concern did not set up large works, but insisted that leather of good tannage should be supplied to them, and they manufactured footwear made by hand and light machinery, and certainly contributed to the improvement of the industry in Cawnpore.

Mention has already been made in connection with Mr. Gavin Jones' activities, of his association with Mr. W. E. Cooper and Mr. George Allen, who, in 1880, formed the private firm of Cooper, Allen & Co., who soon abandoned their trading in country products for business as tanners and manufacturers of boots and equipment for Army purposes. This firm secured its first contract from Government in 1883, receiving advances to enable it to construct tan pits and to manufacture leather after the improved methods employed in the Government Harness Factory. This concern was converted into a limited liability Company in 1911 and more recently, in 1920, was merged, with other concerns, in the British India Corporation, Ltd., of which it is now a branch.

In 1892, Mr. Edward Foy, in association with Mr. T. T. Bond, established the North-West Tannery Company. Mr. W. B. Shewan, who had worked for some years with Messrs. Cooper, Allen & Co., came over to them and almost immediately secured a reputation for the new Company's leather. The North-West Tannery was registered as a limited liability Company in 1897 and in 1904, Messrs. Cooper,

Allen and Co. became Managing Agents for this Company. In 1920, the North-West Tannery also came within the merger of the British India Corporation, Ltd., and as a branch of this Corporation now manufactures the famous "Flex" footwear.

Col. Stewart, late Superintendent of the Government Harness & Saddlery Factory, some time after leaving Cawnpore in 1883, had set up a Tannery and Leather Works in Agra, under the name of "The Stewart Tannery." This Tannery, however, was not successful and in or about 1900 Mr. G. Von der Wense, a merchant of Agra, probably encouraged by the early success and the later failure of the Stewart Tannery of that city, decided on setting up a Tannery and Leather Works in Cawnpore, in partnership with two other German gentlemen. He secured the services of Mr. W. B. Shewan of the North-West Tannery, and erected a large modern plant at Juhi, Cawnpore, taking over a large part of the machinery of the defunct Stewart Tannery. Mr. Von der Wense also set up a vacuum plant for preparing tan liquors and extracts, and also experimented with chrome tannage. He was in a fair way to success until he imprudently entered into competition with existing firms for Army contracts for boots and equipment. The Von der Wense Tannery could not maintain the competition, particularly as the Proprietors made the grave mistake of disagreeing with Mr. Shewan, who left the firm's employ. The firm failed in 1903 and the buildings and plant were purchased by Messrs. Cooper, Allen & Co. The buildings are now utilised by the Kakomi extension of the Cawnpore Cotton Mills. The Von der Wense methods had, however, given a definite further impetus to the improvement of the leather industry of Cawnpore.

Mr. Shewan, on leaving the Von der Wense Tannery, set up his own Tannery at Jajmau, and the reputation of his leather made there, and also previously in the North-West Tannery and the Von der Wense Tannery, spread wide until "*Soon Sahib ka chamra*" came to be recognised as the hallmark of the best Cawnpore leather.

Other tanneries, for example, the Cawnpore Tannery, the Indian National Tannery and the United Provinces Tannery, have since come into existence. Of late years, chrome has largely taken the place of vegetable tannage in the larger tanneries of Cawnpore for lighter leather for boots and shoes and Messrs. Cooper, Allen & Co. have been foremost in the development of the industry, and have now established a growing export trade in Indian chrome tanned upper leather to England.

The Elgin Mills, mentioned as the earliest established Mill in Cawnpore, have grown apace. From 1864 to 1900 the Mills remained a private concern, but in 1900 the proprietors formed themselves into a private Company and this was converted, in January, 1912, into a public limited liability Company, with a capital of 32 lakhs. From 1914 this Company was placed under the Managing Agency of Messrs. Begg, Sutherland & Co., Ltd., Cawnpore, and now employs a staff of 14 Europeans and some 5,000 Indians and has 53,492 spindles and 1,233 looms. The scope of this Company's activities is enormous and many of the lines in which they specialise are justly famous.

Mention of Messrs. Begg, Sutherland & Co., Ltd., recalls the fact that this mercantile house can probably claim to be the oldest established firm of its type in Northern India. Its origin goes back to Messrs. John Kirk & Co., who were established as merchants in Cawnpore before 1842. The name of the firm was subsequently altered to "Bathgate, Campbell & Co." and in 1856 it became "Begg, Christie & Co.," both Mr. David Begg and Mr. Christie having been partners in the earlier firm. Mr. Christie and all his family, save one daughter, who was in the Hills at the time, perished in the Cawnpore massacre in 1857. The name of the firm was again changed, in the early 'Sixties, to "Begg, Maxwell and Co." and in this style the firm was then closely connected with the Elgin Cotton Mills, founded by Mr. Hugh Maxwell, a partner in Begg, Maxwell & Co. This connection with the Elgin Mills ceased in 1872, but was revived more than 40 years later, when Mr. Ralph Maxwell, son of the late Mr. Hugh Maxwell, once again entrusted the management of the Elgin Mills affairs to the firm of Begg, Sutherland & Co.

In 1872 the name of the firm was changed to "Begg, Sutherland and Company," its present title. Up to 1894, the firm largely confined its business to dealing in indigo seed and country produce and to the growing and curing of tobacco. In 1894 the firm set up the Cawnpore Sugar Works, Ltd., which was the first pure-process sugar refinery established in Northern India. Later, Messrs. Begg, Sutherland & Co. were responsible for the formation of the Champarun Sugar Co., Ltd., Ryam Sugar Co., Ltd., the Samastipur Central Sugar Co., Ltd., and as recently as February, 1933, the Balrampur Sugar Co., Ltd. The Company also are Managing Agents for the Purtapore Co., Ltd. In 1922 the firm became a private limited Company under the style of "Begg, Sutherland & Co., Ltd."

In addition to their activities in the Sugar Industry, Messrs. Begg, Sutherland & Co., Ltd., are also responsible for the inception and management of several other large industrial concerns. These include the Cawnpore Electric Supply Corporation Ltd. of which further mention will presently be made, Cawnpore Textiles Ltd. & Brushware Ltd. They were also responsible for setting up the Cawnpore Aerating Gas Co., Ltd., which has now passed under the management of Messrs. Spencer & Co. The Saran Engineering Co., Ltd., of Marhowrah is also under the management of Messrs. Begg, Sutherland & Co.

The Cotton Industry may now be regarded as having replaced the leather industry as the premier industry of Cawnpore. In addition to the Elgin Mills Company which has already been dealt with, mention has been made of the Muir Mills Company Ltd. These Mills, formed in 1874 with a capital of 5 lakhs by Mr. Gavin Jones, who became their first Managing Director, started with 10,000 spindles and 100 looms and now have 89,405 spindles and 1,676 looms and employ over 5,000 men. The Swadeshi Cotton Mills, which have also been mentioned as having been founded in 1911, to-day possess 83,904 spindles and 1,740 looms and employ close on 5,000 operators. The Victoria Mills Co., founded by Mr. Athertor. West, assisted by Messrs. Ramnath Baijnath, had increased their capital from the

initial 5 lakhs with which they started in 1886 to 26 lakhs by 1920, when they were taken over by the New Victoria Mills Co., Ltd., with an authorised capital of 5 crores of rupees, of which 135 lakhs were subscribed principally in India. These Mills employ over 3,900 workers and possess 95,069 spindles and 1,615 looms. The Atherton Mills started in 1923 with 22,000 spindles and 400 looms and which equipment has by now been increased to 38,500 spindles and 900 looms, employing 2,600 operators on day and night shifts.

The Cawnpore Cotton Mills have already been mentioned and this concern, merged in the British India Corporation, in 1920, maintains the same position in the industry as the other leading cotton mills in Cawnpore. These mills employ over 5,700 workers and are equipped with 75,092 spindles and 972 looms. Mention has also been made of the Cawnpore Woollen Mills, another of Mr. Gavin Jones' conceptions, and it may suffice to say in regard to this Mill, that its products are known universally throughout India under the "Lalimli" trade mark of the Company. It is perhaps, safe to say that the Lalimli Mills are the largest woollen spinning and weaving undertaking in India. Their products are to be found in every home and every bazar, and the quality of their goods competes successfully with that of the best imported woollen goods. These Mills were for very many years managed by Mr. (later, Sir) Alexander McRobert, who was quite accurately referred to on a certain special occasion by Mr. Gavin Jones as the "uncrowned king of Cawnpore." These Mills were also taken into the merger of the British India Corporation in 1920, and indeed, it may be said that they formed the nucleus of the merger.

Other Mills which have more recently been set up are largely due to the extended energy of Messrs. Juggilal Kamlatpat who, in addition to their Cotton Mills, established a Jute Mill in Cawnpore some years ago, this being the second venture of the kind, the first having proved a failure. Messrs. Gangadhar Baijnath, a firm established about 70 years ago, who have hither carried on business as Bankers, Exporters and Importers, Produce and Commission Agents, particularly interested in cotton piecegoods and yarns, have also recently established a Jute Mills under the style of "The Maheshwari Devi Jute Mills, Ltd." The Misra Hosiery Mills was established in 1927 and today employs over 300 operatives and has an annual production of over 150,000 dozens undervests and socks.

For many years Cawnpore has been one of the centres for the manufacture of heavy chemicals. Messrs. D. Waldie & Co.'s chemical works, originally situated at Nawabganj, were moved recently into the new Factory Area, and have been established as a new chemical works under the style of "Cawnpore Chemical Works, Ltd." Sir Tracy Gavin Jones, a son of Mr. Gavin Jones, the pioneer founder of Cawnpore's industries, who himself has been prominent in the public eye for many years, is the Managing Director of these Works.

No review of Cawnpore's industries can be considered complete and no estimate of Cawnpore's industrial expansion can be gauged without taking into consideration the Cawnpore Electric Supply Corporation Ltd. This undertaking, originally styled "The Indian Electric Supply & Traction Company" started to supply electric

current for lights and fans on Christmas Day, 1906, the load then consisting of about 5 kilowatts, and the supply being by means of a 75 k.w. set. A tramway, which was part of the same Company, was started in March 1907. The early days of the Company were far from bright and this went from bad to worse until in 1912 it was found necessary to reduce the paid-up share capital from £130,035 to £78,021. During the year 1912, the small motor load, principally used for driving flour mills, developed considerably and towards the end of that year the first bulk supply contract for 200 k.w. was entered into with the Cawnpore Woollen Mills. From this point development was fairly rapid as may be gauged from the following figures of units of current sold, selected at five-year intervals:—

1908	..	..	..	..	..	131,697
1913	..	..	..	..	..	1,750,368
1918	..	..	..	..	..	4,105,126
1923	..	..	..	..	..	9,530,019
1928	..	..	..	..	..	26,804,762
1933	..	..	..	..	..	49,631,714
1937	..	..	..	..	..	82,589,721

The current supplied by this undertaking has to a very large extent replaced steam energy in many of the mills in Cawnpore. And, indeed, most of the largest Mills are now entirely electrically driven. Electricity has also entirely replaced steam for the operation of the Municipal water and sewage undertakings.

The first Power Station set up was on The Mall and consisted of steam reciprocating sets direct coupled to D.C. Generators. In 1918 it was realised that this power station was unsuitable to meet anticipated extensions, and that it would be impossible to quote a sufficiently low rate to obtain any large industrial loads, unless the generating plant were efficient and up-to-date. It was, therefore, decided to raise more capital and build a power station on the banks of the Ganges, and the new power station was eventually brought into commission towards the end of the year 1921, the plant installed consisting of two 3,000 k.w. h.p. turbo-alternator sets, generating at 6,600 volts, 50 periods. The old power station was made into a Rotary Converter sub-station and the inner circle of supply continued to receive a direct current supply, whilst the outer circle, as far as possible, was supplied with low tension alternating current at 6,600 volts.

In 1924 and 1925 two further 6,000 k.w. sets were installed. In 1931 the Company installed a 12,500 k.w. steam turbine set and changed the steam end of two of the existing sets from 6,000 to 8,000 k.w. In 1935 the following Power House Extension was started consisting of 2 Simon-Carves' Pulverised Fuel Boilers with Electrostatic Dust Precipitator plant rated at 150,000 pounds of steam per hour, together with a new Steam Turbo-set rated at 15,000 k.w. The steam pressure of these Boiler units and the new Turbo-set is 400 pounds per sq. inch against 200 pounds per sq. inch in the case of the previous plant. These units have now been operating for over a year. Further extensions to the Power House are now in hand

and another 15,000 k.w. Turbo-Electric set was ordered some months ago. Considerable reductions had been made in the price of current for bulk supply, and some of the large consumers now obtain electricity at less than half an anna per unit. In 1908 the average price per unit was 4.65 annas. In 1933 it was 0.80 annas, and in 1937 the average price per unit sold was 0.575 of an anna. In the lighting and fan load the rate was reduced from 6 annas per unit to $5\frac{1}{4}$ annas in the year 1929. In October 1934 the lighting and fan rate was reduced to 5 annas per unit during the five months October to February and annas $3\frac{1}{2}$ per unit during the remaining 7 months of the year, the rebate for prompt payment being $12\frac{1}{2}$ per cent. In August 1937, the lighting and fan rate was reduced to annas three per unit throughout the year with a discount of $12\frac{1}{2}$ per cent. for prompt payment. In 1929 a two-part Domestic Tariff was introduced and in August 1937 the secondary charge for Domestic Tariff was reduced from $1\frac{1}{4}$ to $\frac{1}{2}$ anna per unit, the fixed charge and rebate being unchanged. This tariff has enabled consumers to make extensive use of the supply for fans and refrigerators, and for heating or cooking, and to obtain their electricity at very low average rates.

As guardians over the interests of the commerce and industry of Cawnpore, there exist three Chambers of Commerce, the oldest of which—the Upper India Chamber of Commerce—was established in September 1888. Later, the United Provinces Chamber of Commerce was established and more recently, the Merchants' Chamber of United Provinces. Mr. H. Horsman, M.C., is the present President of the Upper India Chamber of Commerce, while Rai Bahadur Vikramajit Singh is President of the United Provinces Chamber and Sardar Inder Singh presides over the Merchants' Chamber.

MUNICIPAL BOARD, CAWNPORE

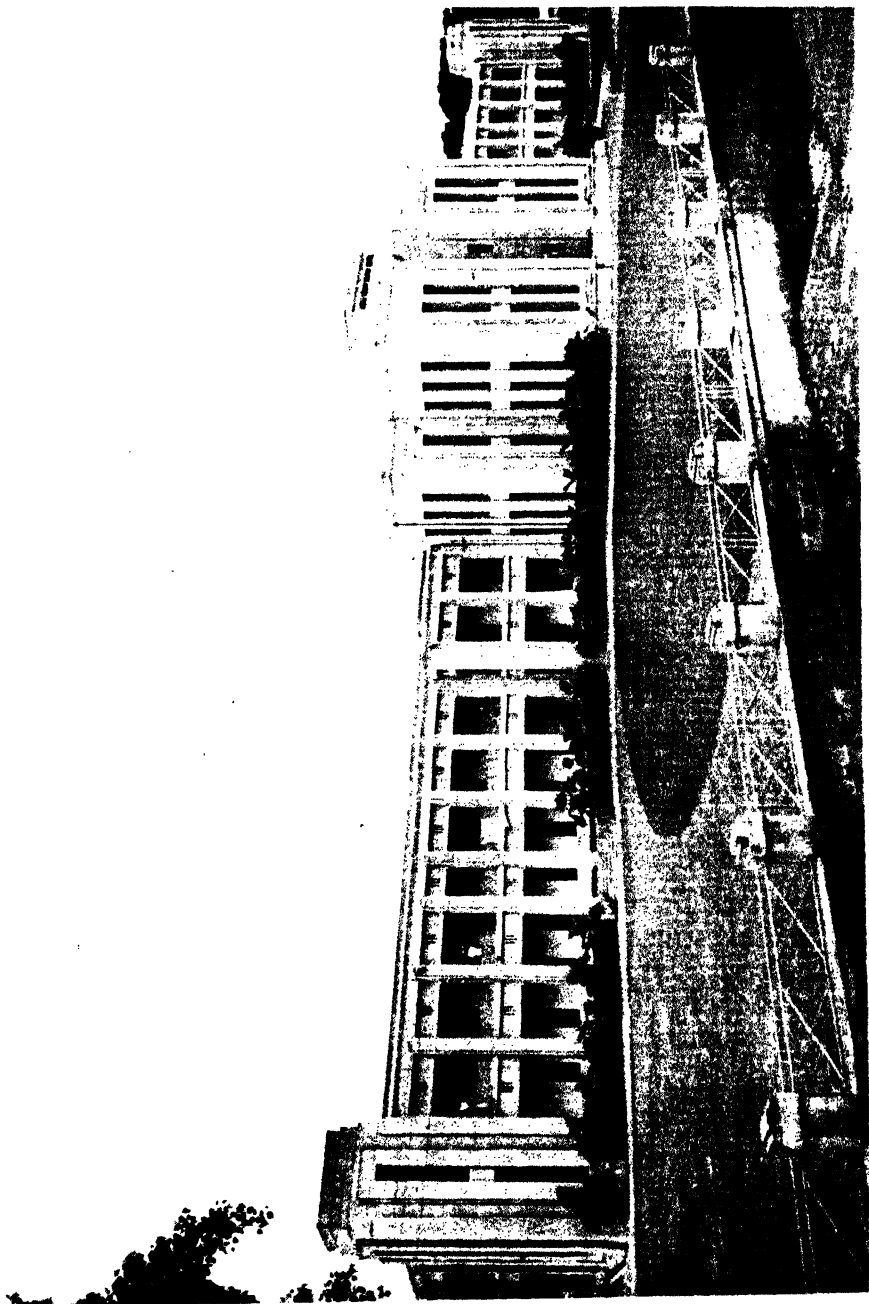
The Municipality of Cawnpore came into existence on the 22nd November 1861. By the Treaty of Fyzabad, at the conclusion of the Rohilla War (1773) it was agreed that a Regular Brigade of the Hon'ble East India Company's troops should, at the expense of the Nawab Vizier of Oudh, be maintained within the dominion of Oudh. The force was, in the first instance, stationed at Bilgram and in 1778 was removed to Cawnpore. The lands of 12 villages were set apart by the Nawab for the Cantonment, and a considerable body of troops was stationed here. By a further Treaty dated the 10th November, 1801, certain provinces were ceded by the Nawab Vizier to the East India Company and these were subsequently formed into seven Zillahs, one of which was denominated Cawnpore. The Hon'ble Henry Wellesley was nominated Lieutenant Governor of the new territory and on the 8th March 1802 Mr. Welland was appointed to the Revenue, Judicial and Criminal Charge of the District. The civil headquarters of the District were removed to Bithoor in 1811 but returned to Cawnpore in 1819. The civil station was then set up in the vicinity of Nawabganj, immediately west of the western extremity of the Cantonment area.

The map of 1840 shows that Nawabganj and the city, save for the eastern portion containing the Sadar Bazar, were then distinct from the Cantonment and under the direct control of the District Magistrate. A cess was levied on the inhabitants which brought in about Rs. 10,000 annually. Out of this sum Rs. 7,000 were devoted to the maintenance of 184 Chaukidars for the night watch, Rs. 2,000 to conservancy (which left much to be desired) and the balance to the improvement of roads and to other charges.

In the beginning of 1857 the city was brought under the operations of Act XX of 1856. On the 21st of February 1860 a new Civil station was formed out of the western portion of the old Cantonments and this was made over to the Civil authorities.

The Municipality constituted in 1861 at first comprised only this area and for some time the city was administered as an Act XX town, the income of some Rs. 45,000 from a house tax being devoted to the maintenance of police, conservancy, and lighting and for watering the roads. In 1866, by which time the city had been included in the municipal area, a tax on profession and trades, generally known as the "license tax," was introduced, and this, together with the ground rent for the civil station and the taxes levied on bazars, sarais and ghats, appears to have constituted the municipal income.

The Municipality was reorganised under Act VI of 1868 and again under Act XV of 1873, which introduced the elective system and the Committee then comprised six officials and twelve persons elected biennially by the rate payers. Subsequently the board was reconstituted under Act I of 1900 and consisted of two officials, five nominated and 22 elected members, including the Chairman, three being returned



Uvula Hornsman Memorial Hospital—opened 1938.



The Chartered Bank of India, Australia and China, Cawnpore Office.



Messrs. H. G. Misra Hosiery Mills, Cawnpore.

from each of the seven wards into which the area was divided. The *Upper India* Chamber was constituted a nominating body, returning three members. The Board was again reconstituted on the revision of the United Provinces Municipalities Act in 1916 and now consists of 38 members, including the Chairman, of whom 8 are nominated and 30 elected.

The boundaries of the Municipality were enlarged in 1866 by the addition of the Kurswan Mohalla, formerly included in Cantonments, and again in 1888 by the transfer from the latter of a portion of the Sadar Bazar and of Harrisganj and Faithfulganj. A further extension was made in 1901 by taking in a large area on the west, including the villages of Nawabganj, Ghusramau, Gutaiya and the greater part of Juhi Khurd, the only suburbs now spread over an area of some 16 square miles.

In 1874 a duty on boats moored within Municipal limits was introduced, and this was followed two years later by licenses on hackney carriages, in 1886 by a wheel tax on vehicles and in 1889 by a similar tax on hand-carts. The duty on boats was subsequently abolished. The necessity for realizing a larger income for Municipal purposes, however, led to the imposition of octroi in 1892, but this remained in force only for six months, as this tax was shown, on the representation of the Upper India Chamber of Commerce, to be totally unsuitable for a large commercial centre. It was abolished, except in the case of animals for slaughter, and in its place there was introduced a terminal tax levied at varying rates on goods brought into Cawnpore by rail or river, with a similar export tax, save in the case of certain commodities, and also a terminal toll at fixed rates per cart, hand-cart and pack animal, certain articles being exempted.

In January, 1901, in order to meet the additional expenditure necessitated by the drainage scheme, a house tax was imposed on all buildings, lands and houses within the municipal limits at the rate of Rs. 3-2-0 per cent of the annual value. The old license tax was abolished. The taxes now levied are the house tax, the water rate, the terminal tax and toll and a vehicle tax. The total normal income of the Board from these taxes and other sources amounted to Rs. 24,40,209 during 1937-38 and the normal expenditure to Rs. 21,85,165.

The insanitary condition of the city remained unchanged till the time of Mr. Halsey who was Collector of Cawnpore from 1865 to 1872. He reconstructed some of the old drains in the city but paid special attention to the improvement of the three main sewers, which were then little more than unlined ditches of the most unsavoury type. These sewers comprised the big *nala* from Purana Natchghar through the Civil Station to the Ganges; a feeder to the former which passed through the Sirki Mohal and Kahu Ki Kothi, and a *nala* from Garhaiya to the Ganges by the way of Coolie Bazar and Sisamau. All these were remodelled and lined with brick throughout. A regular conservancy department was organised in 1866 and night-soil and sweepings were systematically carted away. Further reforms were the construction of slaughter houses, the erection of public latrines and the restriction of trenching to municipal grounds away from the city.

In 1891 a sewerage scheme was drawn up providing for a long intercepting sewer from the Sisamau *nala* through Cantonments to the river at Jajmau, with the object of saving the river front from pollution but this project was set aside for the time being for lack of funds. It was again taken up in 1901 with certain modifications and carried out.

The Board now maintains 8 dispensaries, of which 4 are allopathic (including the infectious diseases hospital opened in 1930-31 at a cost of over Rs. 50,000 at which anti-rabic treatment to patients of Cawnpore, Unao, Fatehpur and Etawah districts is also given) 2 ayurvedic and 2 homœopathic. At these 428,290 patients were treated free during 1937-38. A veterinary hospital and three centres for maternity and child welfare are also maintained by the Board which are doing very good work. In addition to maintaining the municipal dispensaries the Board gives grants-in-aid to 28 other dispensaries and hospitals.

The grain market at Collectorganj (built by Mr. Halsey in 1869) was improved at a cost of Rs. 2,67,250 and the vegetable market at Subzimandi at the cost of Rs. 6,709. A Central market named after the Board's present Chairman, Mr. B. P. Srivastava, has been constructed at a total cost of Rs. 1,25,000 inclusive of the acquisition cost of the tram car shed building of the Cawnpore Electric Supply Co., which was adapted for the market.

In the matter of roads a great deal has been done by the Board since 1893-94 when the city had but a few roads and these in very bad condition. In subsequent years several new roads were constructed and the existing ones consolidated with stone ballast. A wide road known as Latouche Road was constructed in 1905-06 and another road known as A. B. or Meston Road in 1913-16. A regular programme for the improvement of the roads was taken in hand in 1926-27 and since then nearly all the roads have been laid either with 2 inches asphalt concrete or with asphalted surfaces at a cost of about 9 lacs of rupees. Flagged footpaths with drains have also been provided on certain important roads.

In 1934-35 the construction of the Halsey Road in Cement concrete was taken in hand and completed in about a year and a half at a cost of Rs. 1,19,695.

The town was lighted in early times with kerosine oil lamps. These have since 1909 been replaced gradually by electric light and now all streets and roads are lit with electric lights aggregating 3,744 in number. A special feature of the lighting in Cawnpore is that it is whole night lighting, irrespective of the moon.

The Board has provided 42 parks in the various parts of the city, one of these being a Zanana park, for ladies only. A large park near McRobertganj known as Rai Bahadur Brijendra Swarup park, measuring 53·21 acres, is still under construction.

For transport and the convenience of persons residing in the outlying parts of the city a system of motor bus service has been introduced by the Board and though this service does not fully pay for its maintenance it is kept running for the convenience of the citizens.



Meston Road, Cawnpore.



Sutherland House," Offices of Messrs. Begg, Sutherland & Co., Ltd., Cawnpore.



King Edward Memorial Hall.

As early as 1866 and 1867 analyses of water obtained from various wells in the city and the Cantonments were made which showed that the well water was in almost every respect inferior to that of the Ganges. *Nothing further was done*, however, until 1891 when a scheme was mooted by Mr. A. J. Hughes for the construction of water works and the supply of filtered water. It was then decided to draw the supply from the river by means of an intake station at Bhaironghat, just below old Cawnpore, with a 22 inch rising main leading for a distance of some 7,000 feet to Benajhabar, where a large area was acquired for settling tanks, filter beds and a distribution station. The work was commenced in August 1892 and the water works were finally opened by Sir Charles Crosthwait on the 17th March 1894. The total initial capital outlay was about Rs. 14,50,000. The water works originally depended upon the Ganges for its raw supply of water but in subsequent years this fell short of the Board's actual requirements and was supplanted by a supply of Canal water at an annual cost of Rs. 75,000. Improvements on an extensive scale were carried out by the Board, through the agency of Messrs. Lane Brown and Hewlett, Consulting Engineers of Lucknow, at a cost of about ten lacs of rupees.

At Bhaironghat the riverside pumping station was enlarged and at Benajhabar filtered pumping station a canal supply plant channel for bringing raw canal water, sedimentation tanks, Venturi meter, prefilters, final filters and an additional reservoir were provided in addition to many minor improvements. The daily average supply of filtered water to the city during 1937-38 was 10,006,356 gallons and that per head of population 45.65 gallons. The number of metered and unmetered connections at the end of March 1938 was 3,564 and 13,636 respectively.

Until 1897-98 there were no schools maintained or aided by the Board. Thereafter the Board started giving pecuniary help to private schools and opened schools of its own. Besides the ordinary schools an Industrial school for imparting technical and special training was opened in 1927-28 and a Montessori school in 1934-35.

The Board now maintains 70 boys' schools (14 night and 56 day schools) including 1 high school, 2 training schools, 2 depressed classes schools, one Montessori school and an Industrial school, and 50 girls' schools, including 1 high school and a training school. The number of scholars receiving education at these schools is over 20,000. In addition to maintaining these schools, the Board also gives yearly grant-in-aid to some 5 colleges, 11 high schools, 4 middle schools, 19 primary schools, 11 Muktabs and Patshallas and 4 other schools attached to special institutions. The Board has the credit of being the first to introduce compulsory primary education.

RAILWAYS

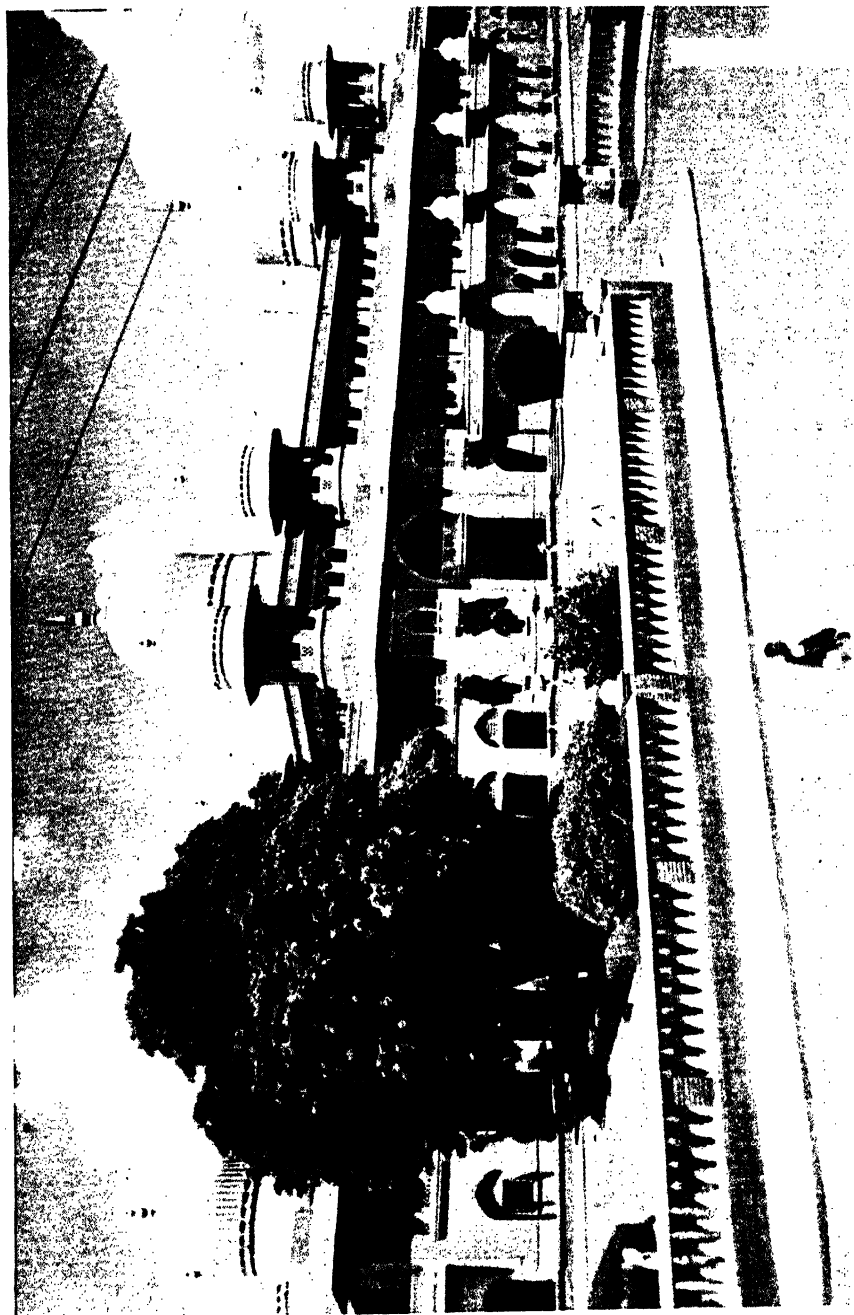
It has been correctly remarked by the authorities of the East Indian Railway in connection with the preparation of this Jubilee Brochure that any history of the industrial development of Cawnpore would be incomplete without reference to the East Indian Railway. Such a reference has been made in the note on the industrial growth of Cawnpore but it is desirable to give an amplified account of the history and progress of the Railways which directly serve Cawnpore. There are four such Railways, namely, the East Indian Railway (including the Oudh and Rohilkhund Section), the Great Indian Peninsula Railway, the Bombay, Baroda and Central India Railway and the Bengal & North Western Railway.

EAST INDIAN RAILWAY.

The inception of the East Indian Railway in 1845, only 20 years after the construction of the first English Railway, marked the beginning of a new era in the history of India's growth and development.

The founder of Railways in India and the first Managing Director of the East Indian Railway, who organised the company in 1844 after an exhaustive study of local conditions, was Mr. (later, Sir) R. M. Stephenson, son of George Stephenson, the famous pioneer of English Railways. In July 1845 he and three assistants arrived in Calcutta and commenced the survey for a line of Railway from Calcutta to Delhi *via* Rajmehal, Kiul, Mirzapur and Cawnpore and when this stupendous task was completed, only 9 months later, Mr. Stephenson was more than ever convinced not only of the practicability of the project but of the enormous political and economic advantages that would result from a line running almost parallel to two great rivers of the north—the Ganges and the Jumna. However satisfied the projector of the scheme might have been it was difficult to overcome the caution, to use no stronger term, of the Court of Directors of the Honourable East India Company, the Governor-General and the Board of Control. Railways were still in the experimental stage in Europe and elsewhere and it was held by the Honourable East India Company that the enterprise could only be profitable where proportionately large returns could be obtained to meet the great expense of construction and working. It was also feared that India would present special and peculiar problems such as floods, storms, damage by insects, etc., and that there would be special difficulty and expense in securing the services of able engineers.

It was not until 1850 that, after endless discussion, sanction was accorded to the construction, as an experimental measure, of a line from Howrah to Ranee-günge. Perhaps it was at this stage that the first real obstacles were encountered. Land could not be acquired without legislation and Mr. Turnbull, the Chief Engineer, impatient to begin, actually persuaded landowners to allow the track to be cleared through the jungle in anticipation of later purchase. The next problem was the training of Indian craftsmen, and for this purpose foremen and artisans were brought



Cawnpore Central Station, East Indian Railway.

UPPER INDIA CHAMBER OF COMMERCE, CAWNPORE

out from England and a school for Indian surveyors was opened at Howrah. Despite these initial difficulties the work was so energetically pushed forward that at the close of 1850 most of the track had been cleared as far as Pundooah and within the next 12 months the embankment and brickwork were practically completed. By the end of 1853, when the line was ready for traffic, another problem arose. Locomotives and Carriages had been ordered from England in 1851 and the first engine reached Calcutta by sailing ship via Australia in June 1854. A trial run was successfully carried out on the 28th of June 1854 but there was a serious shortage of coaching stock. Models of the rolling stock required had been made in England and shipped to India to be copied but the vessel carrying them was wrecked in the Bay of Bengal and the precious cargo lost. The Engineers had therefore no alternative but to build their own models and from these 93 carriages of various types were constructed by a Calcutta firm of coach builders. On the 15th August 1854 the first section of 23.38 miles of 5'-6" gauge Railway was opened for traffic from Howrah to Hooghly. It is of interest to mention here that with regard to the question of gauge, there had been a good deal of long drawn out deliberation and discussion. The subject had been a controversial one even in England where gauges of both 4'-8½" and 7' were adopted. In India Lord Dalhousie, then Governor-General, had suggested 6 ft.; a mean between the two English gauges but the Court of Directors ultimately adopted the slightly smaller, 5'-6", track.

On the 1st of September 1854 another 14.31 miles of line was opened up to Pundooah.

The traffic results during the first 16 weeks of operation exceeded the most sanguine expectations.

With the opening of the line to Raneegunge, on the 3rd February 1855, the experimental section of 121 miles was completed and considering that all the permanent way, the rolling stock and other stores had to be transported in sailing ships via the Cape the time taken was by no means long.

What stimulus was given to industrial development by the extension of the line to the Raneegunge Coalfields to provide direct and easy access to Calcutta can never be accurately ascertained but contracts were immediately entered upon for the transport of 100,000 tons of coal and on the 30th of March 1855 the first coal trains from the Collieries reached Howrah with 187 tons. During the second half of the same year the revenue from this traffic alone amounted to £7,856.

So satisfied were the Board and the Honourable East India Company with the success of this experimental line that sanction was forthwith given for the construction of the remainder of the line as projected up to Delhi and contracts were immediately placed for the material required.

The work of construction was to proceed simultaneously in the Lower Province up to the right bank of the Jumna and in the Upper Province from the left bank of the Jumna to Delhi and the commencement on the upper section was made at Allahabad. There was a considerable setback in progress and grave loss to the

Railway from the Mutiny of 1857 and the loss in personal may be gauged from the fact that from May to October 1857 nineteen engineers, foremen and inspectors were killed or died between Buxar and Delhi and of these six engineers and one inspector were killed at Cawnpore. The monetary loss was estimated at four million Pounds Sterling.

Notwithstanding this grave interruption traffic was being carried between Calcutta and Delhi as early as August 1864 but it was only with the completion of the middle link, the Bridge over the Jumna at Allahabad, on the 15th August 1865 that the long chain of unbroken communication was finally established. The only remaining work of the construction of the original plan was a Bridge across the Jumna at Delhi and when in 1866 this was completed and opened not only the Company but the Government had every reason to be proud of the achievement—1020 miles of Railway laid in record time under the most trying conditions, with many magnificent bridges among which the great girder bridge over the Sone river was believed to be exceeded in magnitude by only one bridge in the world.

A brief reference to the growth of traffic is now desirable. For the first time in the history of the undertaking the nett earnings for the half-year ended 30th June 1866 enabled a dividend to be declared exceeding the dividend of 5% per annum guaranteed by the Government under the terms of agreement. The annual earnings from the year 1855 to 1866 had steadily grown from £31,252 to £1,119,315.

In 1859 under a million and a half passengers were carried ; in 1866 the number had risen to well over four millions, while the weight of goods and mineral traffic had, during the same period risen from under 300,000 tons to over 800,000 tons. The growth of traffic had far exceeded the expectations of the Board of the Railway and considerable dissatisfaction was, even at this early stage, expressed by the public at the inadequate facilities provided and at a meeting held by the merchants of Calcutta two of the resolutions passed were:—

- (a) that no check of any kind should be placed on the supply of rolling stock till the requirements of the traffic were satisfied, and
- (b) that the line should be doubled throughout its entire length with as little delay as possible.

On the last day of the year 1879 the contract under which the relations of the Company and the Indian Government had subsisted for more than thirty years terminated; the undertaking was transferred to the Secretary of State and a fresh agreement for the management and the working of the Railway by the Company came into force on the 1st of January 1880.

The chord line was completed and opened in 1871 and the doubling from Luckeesarai to Allahabad was completed in 1906, and in the same year the Grand Chord line from Sitampur to Moghalsarai *via* Dhanbad, Gomoh and Gaya was also completed. The Company continued to work the Railway until the end of 1924 when all contracts then subsisting between it and the Secretary of State were determined and the line was brought under direct State Management with effect from the 1st of January 1925.

On the 1st July 1925 the Oudh and Rohilkhund Railway, which had been acquired by the State from the late Guaranteed Company on the 1st of January 1869, was amalgamated with the East Indian Railway.

The Jubbulpore branch was transferred to the Great Indian Peninsula Railway on the 1st of October 1925 and the Delhi-Ambala-Kalka Railway was purchased by the State on the 1st April 1926 and incorporated in the North Western Railway.

The East Indian Railway has for a considerable number of years now earned not less than 4 % on the capital at charge, a remarkable achievement by State Managed Railway standards throughout the world.

It is now desirable to go back to 1864 when through railway communication had been established between Cawnpore and the port of Calcutta.

While, as has been shown elsewhere, Cawnpore first became important as a military cantonment, its subsequent growth had undoubtedly been the result of alterations in trade routes dating from its connection by rail with Calcutta in 1864. The district of Cawnpore had from its early years been rich in the cultivation of cotton which found foreign markets after very slow transport by river in the crudest of boats. When the demand for cotton arose enormously during the American War it was found most advantageous to send cotton from Bundelkhund to the Railway at Cawnpore for transport by rail to Calcutta. The strain of this inrush of produce to Cawnpore was difficult to meet. Land had to be specially cleared by the authorities for the storage of bales of cotton which, piled up level with the roofs, blocked practically every lane in the City. At the same time the ordinary country produce of the Doab and of Oudh began to pour into Cawnpore instead of passing by along the river.

The trade which thus had its origin in the alignment of a single Railway has been immensely increased by the subsequent development of other Railway systems which found a common junction at Cawnpore. Following the East Indian Railway the Oudh and Rohilkhund Railway established communication as far as the left bank of the Ganges at Cawnpore on the 23rd April 1867 but direct communication with the City was not completed until the opening of the bridge across the Ganges in the middle of 1875.

A Cawnpore City Branch of the East Indian Railway was opened in February 1879.

The Great Indian Peninsula Railway reached Cawnpore (Juhi) via what was originally known as Indian Midland Railway from Jhansi in the early part of 1886. Metre gauge connection with the city was afforded by the construction of the Burhwal-Cawnpore metre gauge link of the Oudh and Rohilkhund Railway in April 1897 and finally the Bombay, Baroda and Central India Railway entered Cawnpore by what was then known as the Cawnpore-Achnera metre gauge Railway in April 1909.

These Railways, with their thousands of miles of lines, now provide Cawnpore not only with the raw material it requires for manufacture and foodstuffs for

consumption but also with direct access to the Ports of Calcutta, Bombay and Karachi for its export traffic and to the various markets of India. Spacious sheds were constructed by each Railway to deal with its own traffic and the East Indian Railway pushed out Sidings into the industrial areas of the city to serve the various mills and factories. A good deal of inconvenience was, however, suffered by passengers booking from one Railway to another *via* Cawnpore. Each Railway had its own station and passengers often had to pass from one Railway station to another by other means. An early improvement in this respect was afforded by the construction of a link between the East Indian Railway station and the Oudh and Rohilkhund Railway station and later a connection was afforded from the Great Indian Peninsula Railway station at Juhi to the Oudh and Rohilkhund Railway station. Even with these improvements much loss of time and money was involved in the transshipment of both passengers and goods and a thorough investigation of this aspect of the railway situation was ordered by the Railway Board in the cold weather of 1924. A scheme was thereafter prepared, with the assistance of the Chambers of Commerce, to secure greater efficiency in the handling of merchandise and parcels traffic and to eliminate the serious inconvenience caused to the travelling public. The scheme was approved and in 1925-26 construction was commenced. A magnificent new Central Station was opened by the Governor of the United Provinces on the 27th March 1930 and new marshalling yards and transshipment sheds were provided at Juhi where the ever increasing goods traffic could be more expeditiously and economically handled. These facilities cost in the aggregate 77 lakhs of rupees and Cawnpore to-day possesses no less than 33 separate assisted and private sidings in the industrial areas. Several city booking offices were opened and a joint East Indian, Great Indian Peninsula and Bengal and North Western Railways' Rates Information Bureau was set up.

Cawnpore provides no less than six of the thirteen members of the United Provinces Advisory Committee of the East Indian Railway, two of these being nominated by the Upper India Chamber of Commerce.

With regard to the volume of traffic dealt with at the Cawnpore Central Goods Shed, it is of interest to show the total inward and outward traffic on the East Indian Railway during the past 10 years as compared with the traffic of the East Indian and Oudh and Rohilkhund Railways independently before amalgamation.

PRIOR TO AMALGAMATION.

	E.I.R.	O.R.R.	TOTAL.
1922-23 ..	423,248 tons.	75,020 tons.	498,268 tons.

AFTER AMALGAMATION.

1926-27	606,689 tons.
1931-32	561,008 tons.
1936-37	696,701 tons.

GREAT INDIAN PENINSULA RAILWAY.

The Great Indian Peninsula Railway claims as its bright motto "*Primus in Indis*" and this is historically correct, for this Railway was projected in 1843, Mr. (later, Sir) R. M. Stephenson being, in connection with this Railway as with the East Indian Railway, the pioneer of this scheme, in his capacity as Consulting Engineer. Resulting from his reports the Great Indian Peninsula Railway was incorporated under Act of Parliament on the 1st August 1849 and on the 18th February 1852 the first steam locomotive to run in India was sent on its way by this Company from Victoria Terminus, Bombay. The Railway from Victoria Terminus to Thana was opened on the 18th April 1853. The beautiful Gothic Station building, named the Victoria Terminus, was completed in 1888 and is reputed to be, architecturally, one of the noblest Railway terminal stations in existence. The line was rapidly extended to the North, South and East, linking up with other Railway systems subsequently formed. The line to Nagpur was opened in 1867, to Jubbulpore in 1870, to Raichur in 1871 and to Juhi, Cawnpore (as the Indian Midland Railway) in 1886 and to Delhi in 1904. The construction of the Ghat Section took several years and was, having regard to the time, perhaps the finest feat of Railway construction ever undertaken in India. At present 3,700 route miles of main lines, nearly all of which are broad-gauge, radiate from Bombay and provide communication with most parts of India. Roughly 55 millions of passengers use the G. I. P. Railway every year and an enormous goods traffic provides more than two-thirds of the earnings of the Railway. The entire control of the management of the Railway was taken by the Government of India on the 1st July 1925.

That the G. I. P. Railway has played an important part in the development of the industry of Cawnpore is shown by the following figures of inward and outward goods traffic from 1902 :—

Year ending	Tons.
31-12-1902	2,80,800
31-3-1922	3,10,000
31-3-1927	4,36,900
31-3-1932	4,16,600
31-3-1937	5,78,600

THE BOMBAY, BARODA & CENTRAL INDIA RAILWAY.

From a modest beginning in 1860 with a track barely 29 miles in length from Surat—the cradle of the British Empire in India—to Ankleshwar, between the Tapti and Narbada rivers, the B. B. & C. I. Railway gradually extended its mileage and in the year 1873 had a mileage of 407 linking up Bombay and Ahmedabad, Ahmedabad and Wadhwan, Anand and Dakor, in addition to a metre-gauge line of 32 miles between Bharatpur and Agra. In 1881 the line from Bombay to Ahmedabad was extended as far as Delhi, this forming the shortest and cheapest route from Bombay to the North. In 1884 the important step of co-ordination in control was made feasible by the handing over of the Rajputana Malwa Railway, which had hitherto

been a State Concern, and the Cawnpore-Achnera Railway, an independent unit, to the B. B. & C. I. Railway and this Railway with its extended route mileage was now able to adjust its rates in such a way that the products of the United Provinces and of North Western India could be cheaply transported to Bombay.

Whereas the pioneer Railways from Calcutta, Bombay and Madras had all been constructed on the 5'-6" gauge there were from the earliest days of railway enterprise in India many supporters of a smaller gauge and what was known in Railway circles as "the battle of the gauges" began in the very early 'sixties and continued, with interruptions, until after 1906. While many of the highest authorities favoured the introduction of the metre-gauge the whole influence of the military authorities was exerted in favour of the extension of the 5'-6" gauge, certainly on all trunk lines.

The advantages of the 5'-6" gauge for strategic purposes could not however retard the introduction of a smaller gauge and the metre-gauge appeared for the first time on the South Indian Railway during Lord Canning's administration (circa 1860). Lord Lawrence (1864-1869) strongly favoured the extension of the metre-gauge and during Lord Mayo's administration (1869-1872) the State construction of Railway, mostly on the metre-gauge system, was encouraged in every way and Lord Mayo had himself strongly recommended the metre-gauge on grounds of economy. During Lord Northbrooks' reign (1872-1876) the Rajputana Malwa and the Tirhut Railways were partially opened for traffic in the metre-gauge and in the succeeding administration of Lord Lytton (1876-1880) the Eastern Bengal State Railway laid down the Bihar line in the metre-gauge. In Lord Ripon's period (1881-1884) several further systems were opened in the metre-gauge including the Bengal and North Western Railway, proper, the Rohilkhund and Kumaon Railway, proper and the Lucknow-Bareilly Railway. During Lord Dufferin's Viceroyalty (1885-1888) among other metre-gauge extensions was the Decca section of the Eastern Bengal (State) Railway. Under Lord Lansdowne (1889-1894) the "battle of the gauges" was intensified and several further undertakings were launched in the metre-gauge. Under Lord Elgin (1894-1898) the Cawnpore-Burhwal link between the B. B. & C. I. Railway metre-gauge system and that of the Bengal & North Western Railway was constructed by the State and handed over to the Oudh & Rohilkhund Railway for administration. Portions of a great number of other lines in the metre-gauge were also opened during this administration. The extension of the metre-gauge systems was intensified during Lord Curzon's reign (1899-1905) and during Lord Minto's Viceroyalty, which followed, the "battle of the gauges" was revived but without any decisive victory to either party. The B. B. & C. I. Railway, the main line of which was constructed on the Broad, or 5'-6" gauge, was fully alive to the advantages in suitable areas of the metre-gauge system and it is to their credit that this system was fully utilised for tapping the resources of the United Provinces *via* the metre-gauge.

At Cawnpore the B. B. & C. I. Railway annually deals with about 45,000 tons of inward and 25,000 tons of outward traffic.

THE BENGAL & NORTH WESTERN RAILWAY.

Mention has been made above of the introduction of the metre-gauge system and of the commencement of the Bengal & North Western Railway, proper, during the administration of Lord Ripon (1881-1884). It may safely be said that the metre-gauge extension of the Eastern Bengal State Railway and the Bengal & North Western Railway deal very adequately with the Railway requirements of the whole of India between the foothills of the Himalayas and the river Ganges. The service of the Bengal & North Western Railway to Cawnpore is effected *via* the Cawnpore-Burhwal link over which the B. & N. W. Railway has complete running rights. It connects Cawnpore directly with the extremely rich agricultural tracts of North Bihar and Western Bengal and it is no exaggeration to say that to the network of lines laid down in these areas by the B. & N. W. Railway is mainly due to the extension of the sugar industry in the Eastern United Provinces and North Bihar and it is owing to the facilities afforded by this Railway that Cawnpore is to-day the largest sugar mart in India.

The traffic carried from and to Cawnpore by the B. & N. W. Railway in the year ending 30th June 1900 and, for comparison, the year ending 30th of March 1938 is as follows :—

				Outward.	Inward.
• 1899-1900				148,579 Mds.	1,708,345 Mds.
1937-1938				1,316,409 „	2,655,010 „

Of the individual commodities of today's outward traffic the largest portion is furnished by manufactured cotton (493,746 Mds.) while of the inward traffic the largest portion is furnished by sugar (433,560 Mds.).

BANKS

THE ALLAHABAD BANK, LTD.

The Allahabad Bank Limited, established at Allahabad in 1865, opened a branch at Cawnpore in 1880, in a small bungalow on The Mall, near Christ Church. Some twenty years later the increasing activities of the Branch necessitated the acquisition of more commodious premises and the Bank, having secured a site on The Mall at the top of what is now Meston Road, constructed a building in which business was commenced in 1902. This has since been enlarged and improved upon from time to time and is the Bank's local headquarters to-day.

It was subsequently recognized that a single office was insufficient adequately to serve such a large and important centre as Cawnpore and a Sub-Agency was opened in 1921 in General Ganj Bazar, Cawnpore City, to meet a growing demand from the merchants in that quarter for banking facilities at their doors. This venture has been amply justified by results and a move will shortly be made to larger premises in the same vicinity.

For over half a century the Cawnpore branch of the Bank has been closely connected with local industry and trade in the development of which it has played a prominent part. But its interests do not end there. The surrounding country is fertile and considerable finance is required for the storage, movement and marketing of produce—a class of business in which the Bank has done much pioneer work. In order that it might be in a position to afford modern banking facilities and to provide the maximum assistance to agriculture, which is still, despite industrial development in recent years, India's principal asset, six Pay Offices have been opened by the Branch and form an important link in the network of a system that covers the entire Gangetic plain.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

The Chartered Bank of India, Australia and China was incorporated on December 29th, 1853, and is one of the few British overseas banks which were granted Royal Charters in the early days of joint stock banking. Only two such banks now remain in existence as originally incorporated. It is, therefore, not surprising that the name of The Chartered Bank of India, Australia and China should have been abbreviated unofficially to "The Chartered Bank" by which name it is known in India to-day. The Cawnpore branch of the Chartered Bank was opened at "Chatai Mohal" in 1920 and in 1922 the Bank purchased the premises on The Mall belonging to the Tata Industrial Bank Ltd., and opened their office in an existing building.

In 1938 the Bank built their present new premises on the site and this building makes a welcome addition to modern Cawnpore. The Chartered Bank is one of the two Exchange Banks in Cawnpore through whose services the bulk of the import and export business is carried out by industrial Cawnpore.

THE IMPERIAL BANK OF INDIA.

The Imperial Bank of India was constituted for the purpose of taking over the undertakings of the Bank of Bengal (established in 1806), the Bank of Bombay (established in 1840) and the Bank of Madras (established in 1843) and came into existence on January 27th, 1921. The local Head Offices are in Calcutta, Bombay and Madras and there are 250 branches and sub-offices throughout India, Burma and Ceylon.

The Cawnpore branch of the Bank of Bengal was opened on 20th September, 1864, being situated on the actual site of the old Assembly Rooms which figured so prominently during the Mutiny events of Cawnpore in 1857. The industrial activities of Cawnpore were then in their infancy, and the branch of the Bank of Bengal and its successor, the Imperial Bank of India, have been closely and importantly connected with the development and growth of Cawnpore ever since that time.

THE NATIONAL BANK OF INDIA, LTD.

The National Bank of India, Ltd., was established in 1863. The Cawnpore Branch of the Bank was opened on The Mall on January 6th, 1896. From 1898 to 1922 the Branch of the Bank was situated at Nayaganj and from 1922 to 1924 at Canal Range. In the year 1924 the Branch opened more commodious offices in Cawnpore in the Civil Lines area which is to-day the local Office of the Bank.

The National Bank also deals in Exchange business and extends banking facilities to local traders dealing in the import and export trade of Cawnpore.

CAWNPORE IMPROVEMENT TRUST

The extension of the city of Cawnpore to meet the urgent needs of the densely congested areas and the demand for sites for detached and healthy houses for well-to-do members of the community was a problem which the Local Government made strenuous efforts to overcome, and in 1913 His Honour the Lieutenant-Governor of the Provinces appointed a Committee to examine and report on the whole matter. The Report of the Cawnpore Extension Committee, of which the President of the Chamber Mr. (now, Sir) Henry Ledgard was President, was published in November 1917. The Report recommended the establishment of an Improvement Trust and the acquisition of certain definite areas of land and their development for certain definite purposes, the requirements suggested by the Committee being about 1,250 acres for the Civil Lines area, 1,000 for factories, 1,000 for workmen's dwellings and a little over 3,000 acres for the city.

The Cawnpore Improvement Trust was established in 1920, since when there has been considerable expansion in the city and suburbs.

In addition to laying out a factory area, the Trust has made provision for a Factory Workmen's Area for housing Factory labour. It has also assisted the poor and middle classes by selling land on the instalment system, while bungalow areas have been set aside for those desiring to purchase their own bungalow sites.

A few of the main constructions and developments carried out by the Trust since its inception are :—

- (a) Development of 1,904 acres of land ;
- (b) Construction of 14,351 houses ;
- (c) Laying of 55 miles of new roads ;
- (d) Construction of 15 miles of Sewers ;
- (e) Laying of 23 miles of underground storm water drains ;
- (f) Construction of 110 miles of open drains.

The Trust has also carried out the following internal schemes of improvement :—

- (1) Khalasi Lines abadi Scheme ;
- (2) Talaq Mahal Scheme ;
- (3) Nazirbagh Ghusiana Scheme ;
- (4) Dhankutti Scheme ;
- (5) Dalelpurwa Scheme ;
- (6) Government High School Scheme ;
- (7) Creets Compound Scheme ;
- (8) Natchghar Brihana Scheme ;
- (9) Kotwali Scheme ; and
- (10) Sisamau Nala Scheme.

Steps have been taken by the Trust to provide a number of parks and open spaces within the Trust area and a play-ground is under construction for use of the

workmen in the Factory Workmen's Area. At the request and at the expense of the Municipal Board, the Trust has recently constructed a 50 acre play-ground and park near the Civil Lines.

After much discussion, the Cawnpore Municipal Board, at its meeting held on the 10th September, 1938, resolved to accept the Improvement Trust's Old Cawnpore Scheme. The main object of this scheme is to do away with the slum dwelling houses in the Civil Lines areas of Old Cawnpore and to enable the Trust to clean up the insanitary area along the river side. The Scheme will allow for the construction of an Esplanade Road along the river side from the junction of the Nawabganj road and the old Cawnpore road to the Broken Bridge.

The Chamber has always been active in furthering any important schemes for the improvement and development of Cawnpore, and although it has no actual representation on the Board of Trustees of the Cawnpore Improvement Trust, it has been fortunate in having had, on the nomination of the Local Government, a Member of the Chamber on that Board continuously since 1922.

Two Members of the Chamber Committee have in succession carried out the onerous duties of Chairman to the Trust in an honorary capacity, viz., Sir Jwala Prasad Srivastava, Kt., M.L.A., and Mr. E. M. Souter, C.I.E., M.L.A., the latter having held this office continuously from 1931 to date.

DEVELOPMENT OF THE CAWNPORE TELEPHONE SYSTEM

The Chamber has always maintained a keen interest in the development of telephonic communications and as early as 1890 the Chamber's records state that "promises having been received from firms to take between them eleven connections at Rs.150 each and, at a reduced cost, certain individuals having also expressed their willingness to have their dwelling-houses connected with the system, the Secretary was instructed to communicate with the Municipality on this subject and to endeavour to get the Telephone Exchange opened at as early a date as practicable."

The Posts and Telegraphs Department acceded to the request made by the commercial community by installing a small manually operated Magneto Exchange in 1891. The Telephone Exchange was moved into the Chamber's building in 1897 with an improved type of telephone service known as the Central Battery System. This system worked satisfactorily in the Chamber's building until it was removed on the 15th March 1914 to the new Telegraph Office which had been constructed on the site of the old Station Theatre. The Central Battery System was there continued until the year 1921, by which time the public demanded a more prompt and more secret means of telephonic communication. The Department accordingly in 1922 installed a 500 line Automatic System which was greatly appreciated. It was not long, however, before the accommodation available on this system was shown to be insufficient and in order to meet the growing demands of the commercial public of Cawnpore a new and more up-to-date Automatic System capable of accommodating 1,000 subscribers was installed on the 1st April 1937. The public were not slow to take advantage of this increased facility and within a year of its installation over a hundred new subscribers were connected. The expansion is considered by the Posts and Telegraphs Department to be most encouraging and it is anticipated that it will not be long before the present maximum number of subscribers is reached.

THE AGRICULTURAL COLLEGE, CAWNPORE

One of the most noticeable architectural features of Cawnpore is a magnificent block of buildings, situated in the western suburb of Nawabganj, which houses the Government Agricultural College. In close proximity is the Harcourt Butler Technological Institute which is referred to elsewhere.

The Agricultural College stands in its own grounds having an area of approximately a square mile. It is a residential institution comprising lecture rooms and laboratories and in connection with it there are maintained an extensive instructional farm, a small dairy farm, a horticultural garden and hostels with accommodation for 160 students, together with a small dispensary which is in charge of a qualified medical officer, and extensive and well laid out play grounds.

The College has grown out of the first Experimental farm established in India. It was originally started some 40 years ago as a small training school with a handful of students and was mainly intended for the training of revenue officers. This school gradually expanded to a College which awarded its own diploma and from 1930, it was elevated to the Degree status. It is now affiliated to the Board of High School and Intermediate Education of the United Provinces, for the Intermediate Science Examination in Agriculture, and to the Agra University for the B.Sc. (Agriculture) Degree. The present building dates from 1912 when the original main block was constructed to accommodate the College and the research laboratories of the Economic Botanist and the Agricultural Chemist to Government. With the rapid expansion of the Department of Agriculture, additions became necessary and these were built in 1927. The College buildings now accommodate, in addition to the teaching laboratories and lecture theatres, the research laboratories of Economic Botany, Agricultural Chemistry, Plant Pathology and Entomology and also the valuable reference library of the Agricultural Department.

Adjoining the Instructional farm there is a research farm for plant investigation.

The College offers a thorough training in scientific agriculture and its cognate sciences. Great stress is laid in the application of practice to theory. The students, in small batches, in charge of teachers, personally carry out, during their four years course in College, all field operations, raise their own crops and thus find out for themselves the merits of improved methods of agriculture. Once a year each class is sent out on an educational tour in the charge of a senior teacher to study the agricultural conditions of the different parts of the Province. The students are thus able to equip themselves with the essentials of a sound and all round agricultural education.

The students trained in this College find ready employment either on their own estates or farms or in the service of the State. The College can thus claim to occupy

a happy and unique position among educational institutions in that there is hardly a single case of unemployment among its graduates.

The management of the College is vested in a Governing Body consisting of certain officers of the Department of Agriculture and prominent public men. The Chamber is represented on the Governing Body. The Director of Agriculture is the ex-officio Chairman of the Governing Body. The Principal is the chief administrative and disciplinary officer of the College.

There are four Sections in the College, namely, Agriculture, Agricultural Chemistry and Physics, Agricultural Botany and Agricultural Zoology, each in charge of a Professor with a staff of lecturers and demonstrators. The hostels are supervised by one of the senior professors, as Warden, with the assistance of House Superintendents who, also, are of the teaching staff. The games, which are compulsory, are looked after by another member of the staff.

THE GOVERNMENT CENTRAL TEXTILE INSTITUTE, CAWNPORE

The Government Central Textile Institute, Cawnpore, was formed in 1937 by the amalgamation of the Government School of Dyeing and Printing and the Government Textile School, Cawnpore.

The Government School of Dyeing and Printing was begun as a small class in 1914 at Nawabganj. It grew into a permanent school, with a two years Diploma Course and a one year Artisan Course, in 1917, occupying a rented bungalow. It was removed in 1923 to its own premises where a Dyehouse, fitted with machines, and fully equipped laboratories were laid out. The courses were further extended and strengthened by adding Calico-Printing and Colour Testing. The school draws its pupils from all over India and its students have obtained employment in the Dye-houses of local and other mills and many have started cottage dyeing and printing businesses all over the Province and the country. Peripatetic parties are sent out from the school to help cottage dyers and printers in their homes. This school now forms the Chemical Technology Section of the Textile Institute.

The Government Textile School was formed in 1923 out of the Textile Class of the Thomason Civil Engineering College at Roorkee, and came into being at the instance of the Board of Industries and at the request of local millowners. The staff and equipment were strengthened from time to time to meet the requirements of modern textile manufacture. It has (1) a Diploma Course of three years at the Institute followed by one year of mill practice, (2) a part-time Mill apprentice Course and (3) a part-time Mill Artisan Course. Its past students have obtained employment in local and outside Textile Mills. It now forms the Textile Technology Section of the Institute.

The Chamber is ably represented on the Advisory Committee of this Institute.

**THE
HARCOURT BUTLER TECHNOLOGICAL INSTITUTE
AND
THE IMPERIAL INSTITUTE OF
SUGAR TECHNOLOGY, CAWNPORE**

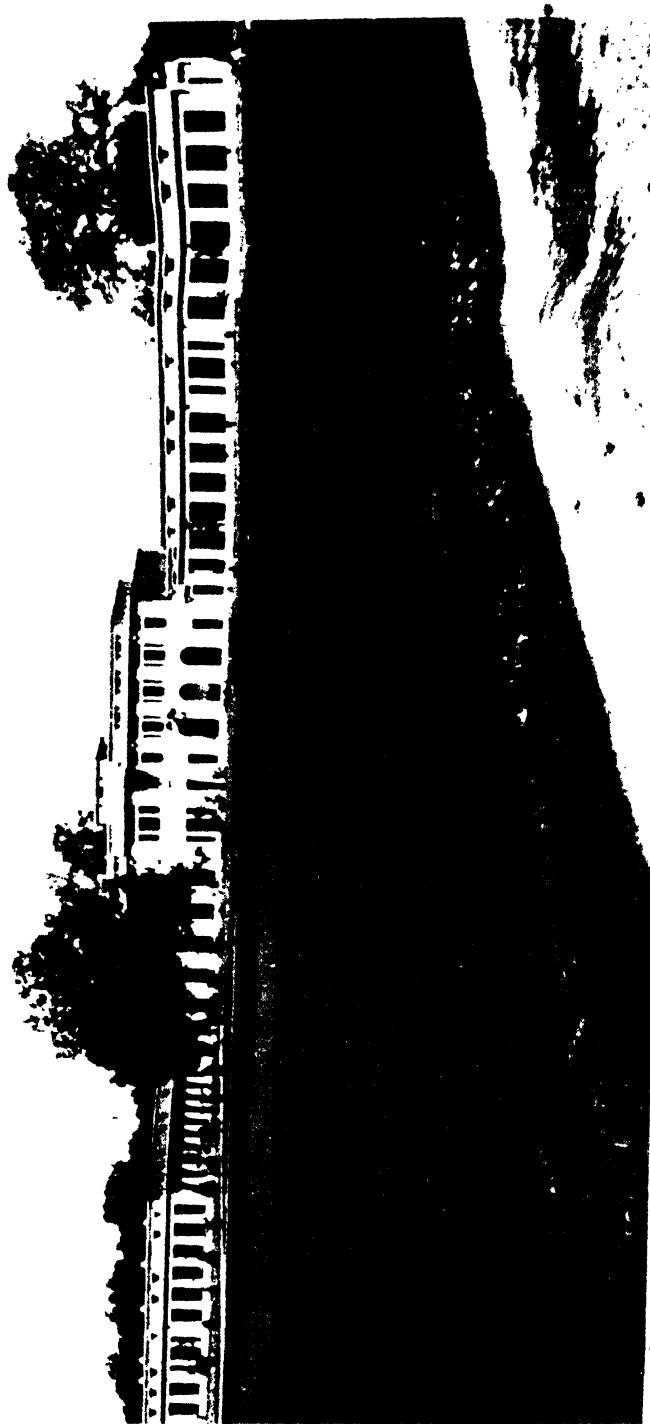
The Harcourt Butler Technological Institute materialised as a result of the Naini Tal Conference of 1907 at which the Chamber was very ably represented by Mr. A. B. Shakespear. It was started in 1920 purely as a research institute with the late Dr. E. R. Watson as the Research Chemist to the Government of the United Provinces. In 1921, a teaching side was added to the Institute with the opening of the General Applied Chemistry and Oil Technology Sections. The foundation stone of the present imposing Institute Building was laid on the 25th of November 1921 by the late Sir Spencer Harcourt Butler, K.C.S.I., C.I.E., Governor of the United Provinces. In 1922 a Leather Section was added which continued to admit students until 1931 when it was finally decided, as a result of the recommendations of the Mackenzie Committee, to close down this Section. The Sugar Section was added in 1926 and continued to train students in Sugar Technology for a period of about 10 years when it was finally handed over to the Government of India on the 1st October 1936, for development into the Imperial Institute of Sugar Technology.

The aims and objects of the Harcourt Butler Technological Institute are to furnish a centre of technical research with a view to promoting the industrial development of the United Provinces, primarily, and of the country in general and to be a recruiting centre for technologists qualified to occupy positions on the superior staff of selected industries.

The Institute has at present only two sections (1) the General Research Section and (2) the Oil Section. In the General Research Section no regular teaching classes are now held but two advanced research workers who possess a degree in Science or Agriculture are annually admitted for training in technical methods of operation and research, for a period of two years, at the end of which a Diploma in Applied Chemical Research of the Institute is awarded. In the Oil Section there is a two years course for the Oil Diploma with a further two years course for Post Diploma Research. There are also short term courses of from 6 to 8 months in oil milling, soap manufacture and the manufacture of paints and varnishes.

So far 317 students have completed their training at this Institute in its various sections and of these 112 have been from the sugar section.

A high percentage (91.7) of ex-students have either found employment or are engaged in their own business, while only 8.3 per cent. remain unemployed. It has been the consistent policy of the Institute to limit the number of admissions in



Harcourt Butler Technological Institute & The Imperial Institute of Sugar Technology, Cambridge

accordance with the reasonable prospects of their absorption in industries, without impairing individual attention to students, which forms an important principle in the training in such subjects.

The Institute is equipped with an up-to-date oil mill, soap making plant and machinery for making paints and varnishes, and thus provides on the spot the necessary practical training to students in these subjects.

There is a staff of six eminent scientists and experts in charge of the Institute. The Central Ghee Control Laboratory of the Imperial Council of Agricultural Research has been placed under the control of one of the staff, who is the Oil Expert to the United Provinces Government. The function of this laboratory is to keep an effective control on the ghee grading stations set up in various Provinces of India under the Agricultural Produce (Grading and Marking) Act, 1937.

The Chamber is represented on the Board of Studies and also on the Advisory Committee of the Harcourt Butler Technological Institute.

The Sugar Section of the Institute was maintained as part of the Institute under the supervision of the Sugar Technologist to the Imperial Council of Agricultural Research for about five years, adequate grants being given by the Council for an experimental sugar factory. This was continued up to the 30th September, 1936.

With the rapid development of the Indian Sugar Industry in recent years the necessity of making adequate provision for research and training of a high order in sugar technology, similar to that imparted in countries abroad, began to be very keenly felt in this country. The Indian Sugar Committee of 1920 recommended, *inter alia*, the establishment of a Central Sugar Research Institute for the proper development and organisation of the industry. The Government of India decided to implement the recommendations of the Committee by taking over and developing the Sugar Section of the Harcourt Butler Technological Institute into an all India Institute of Sugar Technology with ample provision of staff and equipment for facilitating research and training and to afford assistance to industrialists engaged in the Indian sugar industry.

Besides providing, in the Harcourt Butler Institute, an up-to-date building suitable for a research Institute, Cawnpore is the principal sugar market in India and is favourably situated between two main sugar belts in the West of the United Provinces and in the East of these Provinces and the Province of Bihar. It was, therefore, rightly decided to establish the Imperial Institute of Sugar Technology at Cawnpore and this was effected as from the 1st October, 1936.

The principal objects of the Imperial Institute of Sugar Technology are :—

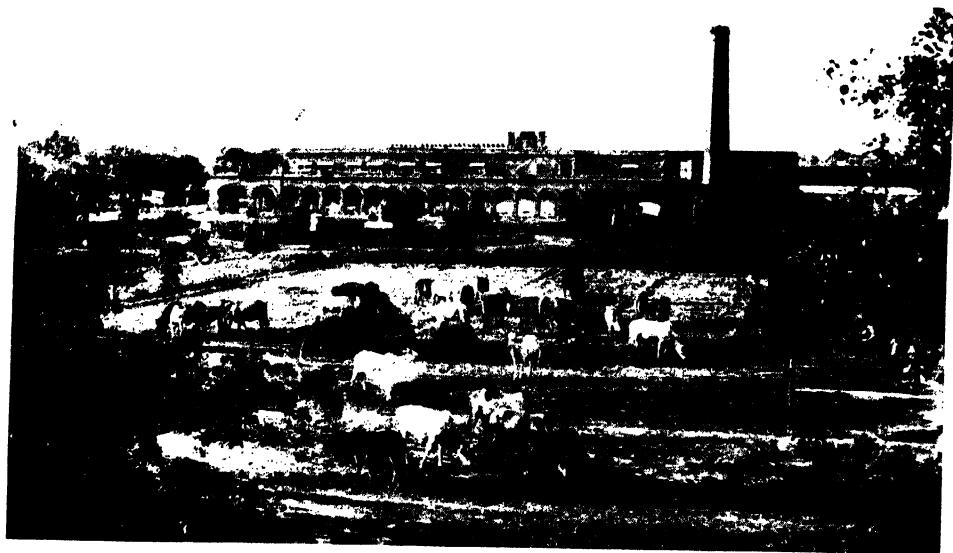
- (a) to render assistance of a scientific and technical nature to the industry ;
- (b) to provide adequate facilities for the training of students in all branches of sugar technology, parallel to that imparted in first-rate institutions abroad, and in this connection to arrange for short refresher courses and

- (c) to undertake research on all problems of sugar technology in general and those applicable to sugar factories in India in particular.

The Institute is under the personal supervision of the Director, Mr. R. C. Srivastava, B.Sc., O.B.E., with a staff of eleven distinguished Professors, Technologists and Chemists and a Statistician.

An experimental sugar factory with a capacity of 25 tons per day is attached to the Institute and is equipped with complete modern plant and necessary control instruments for instructional and research purposes. There are also attached to the Institute a fully equipped and efficient workshop, a library and a museum.

The Institute maintains a technical and statistical section and also an employment bureau and is fully equipped with technological and engineering laboratories and, besides carrying on research on fundamental problems of general sugar technology, chemistry and sugar engineering, the Institute acts as a medium for harmonising the latest developments in the sugar industry abroad with the conditions prevailing in this country. A very important function of the Institute is the setting up of a Bureau of Sugar Standards for the grading of sugars to facilitate business in sugar. Attention is also paid to the utilization of the bye-products of sugar factories.



Messrs. Edward Keventer, Ltd. The Dairy Farm at Aligarh.



General view of Solan Brewery.

HONORARY MEMBERS

The Hon'ble Sir John Prescott Hewett, G.C.I.E., K.C.S.I., C.I.E.
Sir Thomas Smith, Kt., V.D.

MEMBERS

Allahabad Bank Limited, The Mall, Cawnpore.
Atherton West & Co., Ltd., Juhi, Cawnpore.
Balrampur Sugar Co., Ltd., "Sutherland House," Civil Lines, Cawnpore.
Begg, Sutherland & Co., Ltd., "Sutherland House," Civil Lines, Cawnpore.

Managing Agents for :—

Balrampur Sugar Co., Ltd.
Brushware Limited.
Cawnpore Sugar Works, Ltd.
Cawnpore Textiles, Ltd.
• Champarun Sugar Co., Ltd.
Elgin Mills Co., Ltd.
Purtabpore Co., Ltd.
Ryam Sugar Co., Ltd.
Samastipur Central Sugar Co., Ltd.
Saran Engineering Co., Ltd.

Agents for :—

Alliance Assurance Co., Ltd.
Cawnpore Electric Supply Corporation, Ltd.
Bevis & Co., H., Bansmandi, Cawnpore.
Bhalla Shoe Company, Meston Road, Cawnpore.
Billimoria & Co., S. B., Civil Lines, Cawnpore.
Bird & Co., Civil Lines, Cawnpore.
Brady & Co., Ltd., W. H., Canal Range, Cawnpore.
British India Corporation, Ltd., Civil Lines, Cawnpore.

With its Branches :—

- Cawnpore Cotton Mills Co.
Cawnpore Cotton Mills (Juhi Factory).
Cawnpore Woollen Mills.
- Cooper, Allen & Company.
North West Tannery.
New Egerton Woollen Mills, Dhariwal.

Carnegie, Mr. A. L., Civil Lines, Cawnpore.
Cawnpore Chemical Works, Ltd., Anwarganj, Cawnpore.
Cawnpore Dyeing & Cloth Printing Co., Ltd., Gwaltoli, Cawnpore.
Cawnpore Electric Supply Corporation, Ltd., "Sutherland House," Civil Lines, Cawnpore.
Cawnpore Sugar Works, Ltd., "Sutherland House," Civil Lines, Cawnpore.
Cawnpore Tannery, Bhannanapurwa, Cawnpore.
Cawnpore Textiles, Ltd., "Sutherland House," Civil Lines, Cawnpore.
Champarun Sugar Co., Ltd., "Sutherland House," Civil Lines, Cawnpore.
Chartered Bank of India, Australia & China, The Mall, Cawnpore.
Chunnilal Parshotamdass, Collectorganj, Cawnpore.
Elgin Mills Co., Ltd., "Sutherland House," Civil Lines, Cawnpore.
Ford & Macdonald, Ltd., Civil Lines, Cawnpore.
Frizzoni & Company, J., Civil Lines, Cawnpore.
Ganesh Flour Mills Co., Ltd., Fazalganj, Cawnpore.
Gangadhar Baijnath, Generalganj, Cawnpore.
Havero Trading Co., Ltd., The Mall, Cawnpore.
Imperial Bank of India, The Mall, Cawnpore.
Imperial Chemical Industries (India), Ltd., Parade, Cawnpore.
Imperial Tobacco Co. of India, Ltd., Cantonments, Cawnpore.
Indian Turpentine & Rosin Co., Ltd., Gwaltoli, Cawnpore.
Juggilal Kamlapat, Chataimohal, Cawnpore.
Langley & Company, Canal Range, Cawnpore.
Laxminarain Girdharilal, Generalganj, Cawnpore.
Maheshwari Devi Jute Mills, Ltd., Harrisganj, Cawnpore.
Misra, Mr. H. G., Fazalganj, Cawnpore.
Muir Mills Co., Ltd., Civil Lines, Cawnpore.
National Bank of India, Ltd., The Mall, Cawnpore.
New Victoria Mills Co., Ltd., Gwaltoli, Cawnpore.
Nihalchand Baldeosahai, Nayaganj, Cawnpore.
Noronha & Son, M. X. de, The Mall, Cawnpore.
Patel Cotton Co., Ltd., Bansmandi, Cawnpore.
Pocock, M.C., M.L.A., Capt. S. R., Cooperganj, Cawnpore.
Price, Waterhouse, Peat & Co., Civil Lines, Cawnpore.
Ram Narain, Rai Bahadur, Civil Lines, Cawnpore.
Roopnarain Ramchandra, Generalganj, Cawnpore.
Ryam Sugar Co., Ltd., "Sutherland House", Civil Lines, Cawnpore.
Spencer & Co., Ltd., Grand Trunk Road, Cawnpore.
Srivastava, Kt., M.L.A., Sir, J.P., Gwaltoli, Cawnpore.
Swadeshi Cotton Mills Co., Ltd., Juhi, Cawnpore.
Tinker, Mr. J., Cooperganj, Cawnpore.
Watt, Mr. W. R., Civil Lines, Cawnpore.

OUTSTATION MEMBERS

Bengal & North Western Railway Co., Ltd., Gorakhpur.
 Bombay, Baroda & Central India Railway Co., Bombay.
 Burmah-Shell Oil Storage & Distributing Co. of India, Ltd., Bishan Mansion,
 Abbott Road, Lucknow.
 Carew & Co., Ltd., Rosa, U.P.
 Dyer Meakin Breweries, Ltd., Solan Brewery P.O. (N.W.R.).
 East Indian Railway, Calcutta.
 Edward Keventer Ltd., Aligarh.
 Edward Mills Co., Ltd., Beawar (Rajputana).
 Great Indian Peninsula Railway, Bombay.
 Hill & Co., Ltd., E., Mirzapur.
 Pioneer Press, Lucknow.
 Rohilkhund & Kumaon Railway Co., Ltd., Bareilly.
 Upper India Couper Paper Mills Co., Ltd., Lucknow.
 Western India Match Co., Ltd., Clutterbuckganj (Bareilly).

POPULATION OF CAWNPORE CITY

According to the Census Returns.

Year.							Population.
1881	..	..	..	..	..	..	1,55,369
1891	..	..	..	..	..	..	1,94,048
1901	..	..	..	..	..	..	2,02,797
1911	..	..	..	..	..	..	1,57,040
1921	..	..	..	..	..	..	1,95,085
1931	..	..	..	..	..	..	2,19,189
30-6-1938 (estimated)	..	..	..	..	..	..	2,32,362

CAWNPORE'S FACTORY LABOUR

Figures obtained from the Chief Inspector of Factories and Boilers, United Provinces, Cawnpore.

Total number of workers employed by Mills and Factories during 1937	56,309
Total number of workers employed by Mills and Factories controlled by Members of the Chamber during 1937	46,906

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